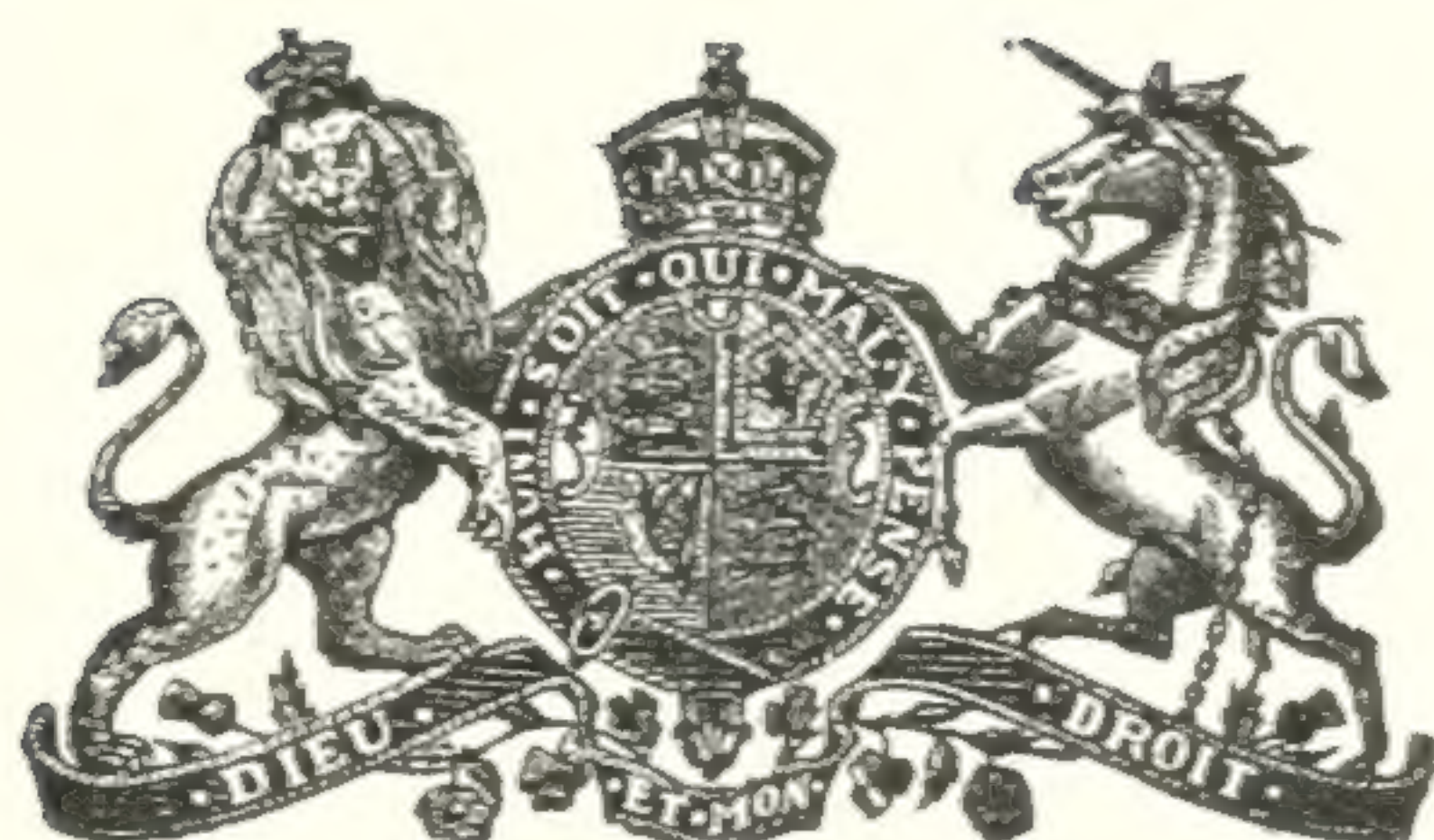


SEVENTH ANNUAL REPORT
OF THE
COMMISSIONERS OF THE TRANS-
CONTINENTAL RAILWAY

BEING FOR THE
FISCAL YEAR ENDED MARCH 31

1911



OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY

1911

[No. 37—1912.]

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

OTTAWA, June 27, 1911.

Honourable GEORGE P. GRAHAM, P.C.
Minister of Railways and Canals,
Ottawa.

SIR,—We have the honour to transmit through you to His Excellency the Governor General in Council our Seventh Annual Report, being for the fiscal year ended March 31, 1911, setting forth the receipts and expenditures in connection with the eastern division of the National Transcontinental Railway, and such other matters in relation to the said railway as appear to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer and in the reports of the District Engineers hereto annexed.

The total expenditure during the said fiscal year was \$23,487,853.73, making the total expenditure since the organization of the Commission in September, 1904, to March 31, 1911, \$95,406,697.61.

The total grading done to March 31, 1911, was 1,388 miles. Total miles of track-laying was 1,064.70 miles of main line, and 199.76 miles of sidings, making a total of 1,264.46 miles of track laid.

Total contracts for steel superstructures, bridges and viaducts awarded to March 31, 1911, amount to 49,084 tons, of which completed bridges—16,598 tons, and to be completed 32,486 tons.

During the fiscal year ended March 31, 1911, contracts, after having been duly advertised, and sanctioned by the Governor in Council, as required by the National Transcontinental Railway Act, have been awarded, in each case the lowest available tender complying with the requirements of the Commission being accepted, as follows, viz.:—

STEEL BRIDGES.

The Hamilton Bridge Works Co., Ltd.—Three steel superstructures for bridges over Sucker, Brulé and Martin creeks, District 'D.' Price: steel, 4.75 cents per lb.; timber and floor system, \$58 per M. b.m.

Dominion Bridge Co., Ltd.—Steel superstructures for six steel railway bridges, District 'A,' as follows:—Overcrossing highway, Graham Brook Viaduct; undercrossing highway, Foley Brook Road; Caton Brook Viaduct; undercrossing Highway Falls Brook; undercrossing Highway Baker Lake. Prices: steel, 4.94 cents, 4.34 cents, 4.89 cents, 4.34 cents, 4.94 cents, 4.94 cents per lb. respectively. Timber and floor system, \$52 per M. b.m.

The Canadian Bridge Co., Ltd.—Steel superstructures for six steel railway bridges, District 'F,' between miles 245.9 and 247.6, as follows:—

Overcrossing highway—price: steel, 4.40c. per lb.; concrete in floors, 1-2-4, \$23 per L. ft.

Overcrossing Russell St.—price: steel, 4.40c. per lb.; concrete in floors 1-2-4, \$23 per L. ft.

Overcrossing C. P. R.—price: steel, 4.60c. per lb.; timber, \$52 per M. b.m.

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Overcrossing Archibald St.—price: steel, 4.40c. per lb., concrete, 1-2-4, \$23 per L. ft.

Seine river viaduct—price: steel, 4.55c. per lb.; timber, \$52 per M. b.m.

Overcrossing St. Joseph St.—price: steel, 4.40c. per lb.; concrete, 1-2-4, \$23 per L. feet.

Wm. P. McNeil & Co., Ltd.—Steel superstructures for eight steel railway bridges, District 'B,' east of the Quebec bridge, as follows:—

Bras St. Nicholas—price: steel, 4.26c. per lb.; timber, \$52 per M. b.m.

Fortin's creek—price: steel, 4.06c. per lb.; timber, \$52 per M. b.m.

R. Mechant Pouce—price: steel, 4.06c. per lb.; timber, \$52 per M. b.m.

W. Br. Bras d'Apic—price: steel, 4.06 per lb.; timber \$52 per M. b.m.

E. Br. Bras d'Apic—price: steel, 4.06 per lb.; timber \$52 per M. b.m.

Outlet L. Therrien—price: steel, 4.24c. per lb.; timber, \$52 per M. b.m.

R. Eau Chaude—price: steel, 4.06c. par lb.; timber, 52 per M. b. m.

R. du Loup—price: steel, 4.20c. per lb.; timber, \$51.75 per M. b. m.

Dominion Bridge Co., Ltd.—Steel superstructures for eleven steel railway bridges, District 'B,' east of the Quebec bridge, as follows:—

Overcrossing creek, M.13.2—price: steel, 4.70c. per lb.; timber, \$53 per M. b.m.

Fourche du Pin—price: steel, 4.47c. per lb.; timber, \$52 per M. b.m.

Manie river—price: steel, 3.95c. per lb.; timber, \$52 per M. b.m.

Little Black river—price: steel, 4.15c. per lb.; timber, \$52 per M. b.m.

Main Fourche river—price: steel, 3.95c. per lb.; timber, \$52 per M. b.m.

Rochue river—price: steel, 3.95c. per lb.; timber, \$52 per M. b.m.

Boucanne river viaduct—price: steel, 4.56c. per lb.; timber \$52 per M. b.m.

St. Francis river—price: steel, 4.29c. per lb.; timber, \$52 per M. b.m.

Nigger brook—price: steel 4.15c. per lb.; timber, \$52 per M. b.m.

Narrows of Lake Long—price: steel, 3.97c. per lb.; timber, \$52 per M. b.m.

Kitchen brook—price: steel, 4.15c. per lb.; timber, \$52 per M. b.m.

The Hamilton Bridge Works Co., Ltd.—Steel superstructure for Missinabie river bridge, District 'D,' mile 213.7. Prices: steel, 4.41c. per lb., timber and floor system, \$54.50 per M. b.m.

Canadian Bridge Co., Ltd.—Steel superstructures for twenty-two steel railway bridges, Districts 'C' and 'D,' as follows, viz.:

Bass river, steel	4.96c. per lb.
Kapuskasing river (east branch), steel	4.55c. "
Kapuskasing river (west branch) steel	4.55c. "
Lost river, steel	4.61c. "
Solomon river, steel	4.82c. "
Opasitká river, steel	4.93 "
Montcalm creek, steel	4.96c. "
Crow creek, steel	4.96c. "
McIlwarth creek, steel	4.76c. "
Nelles creek, steel	4.76c. "
Mattawishquis river, steel	4.61c. "
Valentine creek, steel	4.68c. "
Peter Brown creek, steel	4.68c. "
Harricanaw river, steel	4.93c. "
Nawapitichin Forks Viaduct, steel	4.96c. "
Deer river, steel	4.96c. "
Robertson lake, steel	4.96c. "
Kakamoonan river, steel	4.64c. "
Molesworth creek, steel	4.96c. "

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3d Crossing South river, steel	4.72	"
Whitefish river, steel	4.93c.	"
Okikidasik river, steel	\$4.88	"

Timber and floor system, \$54 per M. b.m., for all bridges.

Dominion Bridge Co., Ltd.—Steel superstructures for four steel railway bridges west of the Quebec bridge, District 'B,' as follows, viz.:

Miniachin creek, steel, 4.39c. per lb.; timber, &c., \$54 per M. b.m.

Ribbon river, 2nd crossing, steel, 4.50c. per lb.; timber, &c., \$50 per M. b.m.

Gatineau river, east branch, steel, 4.34c. per lb.; timber, &c., \$54 per M. b.m.

Marten river, steel, 4.32c. per lb.; timber, &c., \$54 per M. b.m.

The Cleveland Bridge and Engineering Co., Ltd.—Steel superstructures for two bridges in District 'F,' as follows, viz.: overcrossing highway, mile 246.85, and overcrossing C.N.R., mile 247.1. Prices: steel, 4.5c. per lb.; timber, &c., \$40 per M. b.m.

EQUIPMENT OF LOCOMOTIVE SHOPS, &c., EAST OF WINNIPEG.

Illinois Stoker Co.—Chain grate stokers for equipment of power-house. Total consideration, \$10,784.

The John Inglis Co.—Water tube boilers for power-house. Total consideration, \$39,900. Pumps for equipment of power-house, total consideration \$2,350. Air compressors, total consideration \$8,500.

Robb Engineering Co.—Feed water heater for power-house. Total consideration \$1,862.

Laurie & Lambe.—Three air compressors with Lancashire motors. Total consideration, \$17,850.

The Canadian Fairbanks Co.—Machinery and tools. Total consideration \$15,259.90.

Dennis Wire and Iron Co.—Metal lockers. Total consideration, \$3,015.

George Anderson & Co. (1905) Ltd.—One electric 5-hand operated, and 15 jib and bracket cranes. Total consideration, \$11,787.

Morgan Engineering Co.—One 120 ton electric travelling crane. Price, \$19,550.

Mussens Limited.—11 travelling cranes. Total consideration \$59,034.

The Whiting Foundry Equipment Co.—20 jib and bracket cranes. Total consideration, \$3,540.

The Holden Co., Ltd.—Machines and tools. Total consideration, \$5,100.

The Gurney Scale Co.—Scales, &c., for grey, iron and brass foundries. Total consideration, \$199.

A. B. Jardine & Co.—Machines and tools. Total consideration, \$608.83.

Williams & Wilson.—Machines and tools. Total consideration, \$39,850.50.

The Rudel-Yeates Machinery Co.—Machinery, &c. Total consideration, \$79,893.50.

D. K. McLaren, Limited.—Leather belting—schedule prices.

Joseph T. Ryerson & Son.—Machines and tools. Total consideration, \$54,918.

The Manitoba Bridge and Iron Works Ltd.—Shafting, structural steel framework, brackets, &c. Total consideration, \$23,122.34.

The Canadian Westinghouse Co., Ltd.—20 motors. Total consideration, \$6,408.

Morton Manufacturing Co.—Machines and tools. Total consideration, \$22,525.

The Whiting Foundry Equipment Co.—Brass foundry equipment, grey iron foundry equipment, and industrial track. Prices:

Grey iron foundry equipment, total consideration, \$16,365.

Brass foundry equipment, total consideration, \$285.

Industrial track, 57c. per l. ft. of completed track, and \$42 per turntable installed.

Haney, Quinlan & Robertson.—Miscellaneous equipment—schedule prices.

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Frances Hyde & Co.—Furnaces and forges. Total consideration, \$21,500. Equipment for grey iron foundry, \$7,537.75. Brass foundry equipment, \$1,902.

The Walter H. Foster Co.—Machines and tools. Total consideration, \$2,825.

The A. R. Williams Machinery Co.—Machines and tools. Total consideration \$14,813.72.

The John Bertram & Sons Co., Ltd.—Machines and tools. Total consideration, \$122,682.68.

The Goldie & McCulloch Co., Ltd.—Engines for power-house. Total consideration, \$40,000.

The John McDougall Caledonian Iron Works Co.—Pumps for power-house. Total consideration, \$7,257.

Mussens Limited.—Machines and tools. Total consideration, \$49,550.48.

Canadian General Electric Co.—Generators for power-house equipment. Total consideration, \$27,400.

The Canadian Westinghouse Co., Ltd.—Transformers and switchboard. Prices: transformers, \$6,168; switchboard, \$14,990.

The John McDougall Caledonian Iron Works Co., Ltd.—Sewage pumping plant for shops. Total consideration, \$13,147.

Cotter Bros., Ltd.—Yard water system for shops. Total consideration, \$24,500.

The Canadian Pipe Co., Ltd.—Construction of sewer pipe line from pump house in terminal yards near Winnipeg to Seine river. Total consideration, \$136,000.

The Western Electric Co.—Wiring system for lighting, telephones and power, Winnipeg shops. Total consideration, \$55,768.

Haney, Quinlan & Robertson.—Air, steam, water and oil piping for shops. Total consideration, \$47,550. Pipe tunnel and wiring ducts for shops, total consideration, \$29,950.

STEEL RAILS.

Dominion Iron and Steel Co.—11,235.1 gross tons, 80 lb. steel rails for delivery as follows, viz.:

1,247.8 gross tons f.o.b. cars McGivney's siding, N.B., at \$34 per gross ton.

520.6 gross tons f.o.b. cars siding Wapske, N.B., at \$34.75 per gross ton.

1,421 gross tons f.o.b. cars, St. Hilaire, N.B., at \$34.75 per gross ton.

1,760 gross tons f.o.b. cars, Belaire, P.Q., at \$33.75 per gross ton.

2,514.3 gross tons f.o.b. cars, La Tuque, P.Q., at \$35.50 per gross ton.

3,771.4 gross tons f.o.b. cars, La Tuque, P.Q., at \$35.50 per gross ton.

The Algoma Steel Co., Ltd.—13,497.9 gross tons 80 lb. steel rails for delivery as follows, viz.:

2,350 gross tons f.o.b. cars Cochrane, Ont., at \$35.45 per gross ton.

300 gross tons f.o.b. cars Nipigon Station, Ont., at \$32.98 per gross ton.

5,028.6 gross tons f.o.b. cars Lake Superior Junction, Ont., at \$32.87 per gross ton.

5,819.3 gross tons f.o.b. cars Lake Superior Junction, Ont., at \$32.87 per gross ton.

Tre Algoma Steel Co., Ltd.—7,543 gross tons 80 lb. steel rails relivered f.o.b. cars Cochrane, Ont., at \$35.45 per gross ton.

The Algoma Steel Co., Ltd.—34,927 gross tons 80 lb. steel rails, A.S.C.E., section for delivery as follows, viz.:

3,498 gross tons f.o.b. cars, Transcontinental Railway siding at Cochrane, Ont., on or before May 1, 1911, at \$36.45 per gross ton.

10,410 gross tons f.o.b. cars, Transcontinental Railway siding at Cochrane, on or before July 1, 1911, at \$36.45 per gross ton.

12,978 gross tons f.o.b. cars, Transcontinental Railway siding at Cochrane, on or before October 1, 1911, at \$36.45 per gross ton.

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8,041 gross tons f.o.b. cars Transcontinental Railway siding at Lake Superior Junction, Ont., on or before May 1, 1911, at \$33.87 per gross ton.

Dominion Iron and Steel Co.—26,273 gross tons, 80 lb: steel rails, A.S.C.E. section, for delivery as follows, viz.:

11,780 gross tons f.o.b. cars Hervey Junction, P.Q., at \$35.75 per gross ton.

14,493 gross tons f.o.b. cars Lake Superior Junction, Ont., at \$33.50 per gross ton.

RAIL FASTENINGS.

The Algoma Steel Co., Ltd.—19,000 tie plates, delivered f.o.b. cars Lake Superior Junction, Ont., at \$2.57½ per 100 lbs.

325.4 gross tons splice bars delivered f.o.b. cars Lake Superior Junction, Ont., at \$48.16 per gross ton.

41.2 tons track bolts and nuts, f.o.b. cars Lake Superior Junction, Ont., at 3.45 per 100 lbs.

139.3 tons track spikes, f.o.b. cars Lake Superior Junction, Ont., at \$2.55 per 100 lbs.

Nova Scotia Steel & Coal Co., Ltd.—117.5 tons track spikes, f.o.b. cars La Tuque, P.Q., at \$2.50 per 100 lbs.

334.4 gross tons splice bars, f.o.b. cars La Tuque, P.Q., at \$50.40 per gross ton.

The Hamilton Steel & Iron Co., Ltd.—392.6 gross tons splice bars:

267.5 gross tons f.o.b. cars Lake Superior Junction, Ont., at \$49.16 per gross ton.

125.1 gross tons f.o.b. cars Cochrane, Ont., at \$48.83 per gross ton.

229.9 tons track spikes:

73.2 tons f.o.b. cars Cochrane, Ont., at \$2.58 per 100 lbs.

156.7 tons f.o.b. cars Lake Superior Junction, at \$2.59 per 100 lbs.

The Canada Belt & Nut Co.—53.3 tons bolts and nuts.

36.3 tons f.o.b. cars Lake Superior Junction, at \$3.40 per 100 lbs.

17 tons f.o.b. cars Cochrane, Ont., at \$3.48 per 100 lbs.

The Peck Rolling Mills Co.—78.3 tons track spikes f.o.b. cars La Tuque, P.Q., at \$2.45 per 100 lbs.

The Montreal Rolling Mills, Limited.—109.58 gross tons splice bars:

93.6 gross tons f.o.b. cars Belaire, P.Q., at \$49.50 per gross ton.

15.98 gross tons f.o.b. cars Nepigon Station, Ont., C.P.R., at \$53.20 per gross ton.

121,500 tie plates delivered as follows, viz:

46,800 f.o.b. cars McGivney's siding, N.B., at \$2.35 per 100 lbs.

5,900 f.o.b. cars siding Wapske, N.B., at \$2.50 per 100 lbs.

7,800 f.o.b. cars Cochrane, Ont., at \$2.52 per 100 lbs.

61,000 f.o.b. cars Lake Superior Junction, at \$2.52½ per 100 lbs.

60.27 tons bolts and nuts, and 64.16 tons track spikes, delivered as follows, viz:

BOLTS AND NUTS.

12.7 tons f.o.b. cars Belaire, P.Q., at \$3.35 per 100 lbs.

18.2 tons f.o.b. cars La Tuque, P.Q., at \$3.40 per 100 lbs.

27.2 tons f.o.b. cars La Tuque, P.Q., at \$3.40 per 100 lbs.

2.17 tons f.o.b. cars La Tuque, P.Q., at \$3.47 per 100 lbs.

TRACK SPIKES.

54.8 tons f.o.b. cars Belaire, P.Q., at \$2.42 per 100 lbs.

9.36 tons f.o.b. cars Nepigon, Ont., at \$2.55 per 100 lbs.

Alexander Macpherson & Son.—133,826 nutlocks, delivered as follows, viz:

24,796 f.o.b. cars Cochrane, Ont., at \$7.92 per M.

3,170 f.o.b. cars Nepigon Station, C.P.R., at \$7.90 per M.

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53,040 f.o.b. cars Lake Superior Junction, Ont., at \$8.18 per M.

52,820 f.o.b. cars Lake Superior Junction, Ont., at \$8.18 per M.

The Algoma Steel Co., Ltd.—24,100 lbs. tie plates, f.o.b. cars Cochrane at \$2.65 per 100 lbs.

Nova Scotia Steel & Coal Co., Ltd.—482,000 lbs. track spikes, f.o.b. cars Cochrane at \$2.60 per 100 lbs.

The Steel Company of Canada, Ltd.—54.48 tons track bolts and nuts, f.o.b. cars Cochrane, Ont., at \$3.43 per 100 lbs.

401.28 gross tons splice bars, f.o.b. cars Cochrane, Ont., at \$48.83 per gross ton.

1253. gross tons steel splice bars, f.o.b. cars Cochrane, Ont., Transcontinental Railway siding, at \$48.83 per gross ton.

666,580 lbs. track bolts and nuts, and 1,456,800 lbs. track spikes, delivered as follows, viz:

150,620 lbs. bolts and nuts f.o.b. cars Cochrane, on or before July 1st, 1911, at \$3.58 per 100 lbs.

187,520 lbs. bolts and nuts f.o.b. cars Cochrane, on or before October 1st, 1911, at \$3.58 per 100 lbs.

648,080 lbs. track spikes f.o.b. cars Cochrane, on or before July 1st, 1911, at \$2.58 per 100 lbs.

808,720 lbs. track spikes f.o.b. cars Cochrane, on or before October 1st, 1911, at \$2.58 per 100 lbs.

119,000 lbs. bolts and nuts f.o.b. cars Transcontinental Railway siding at Lake Superior Junction, on or before May 1st, 1911, at \$3.52 per 100 lbs.

209,440 lbs. bolts and nuts f.o.b. cars Transcontinental Railway siding at Lake Superior Junction, on or before July 1st, 1911, at \$3.52 per 100 lbs.

The Steel Company of Canada.—320,800 lbs. tie plates f.o.b. cars Cochrane, at \$2.35 per 100 lbs.

Nova Scotia Steel & Coal Co., Ltd.—845.76 gross tons splice bars delivered as follows:

627 gross tons f.o.b. cars Hervey Junction, P.Q., at \$49.28 per gross ton.

218.76 gross tons f.o.b. cars Transcontinental Railway siding at Cochrane, at \$48.16 per gross ton.

Nova Scotia Steel & Coal Co., Ltd.—414,600 lbs. tie plates f.o.b. cars Hervey Junction, P.Q., at \$2.25 per 100 lbs.

Nova Scotia Steel & Coal Co., Ltd.—206,320 lbs. track bolts and nuts, and 864,560 lbs. of track spikes for delivery as follows, viz:—

170,000 lbs. bolts and nuts f.o.b. cars Transcontinental Railway siding at Hervey Junction, P.Q., at \$3.48 per 100 lbs.

734,000 lbs. track spikes f.o.b. cars Transcontinental Railway siding at Hervey Junction at \$2.48 per 100 lbs.

36,320 lbs. bolts and nuts f.o.b. cars Transcontinental Railway siding at Cochrane at \$3.55 per 100 lbs.

130,560 lbs. track spikes f.o.b. cars Transcontinental Railway siding at Cochrane at \$2.55 per 100 lbs.

Alexander Macpherson & Son.—653,075 nutlocks (Verona), for delivery as follows, viz:

124,246 f.o.b. cars Hervey Junction, P.Q., at \$7.56 per M.

36,520 f.o.b. cars Cochrane, Ont., on or before May 1st, 1911, at \$7.89 per M.

109,880 f.o.b. cars Cochrane on or before July 1st, 1911, at \$7.89 per M.

136,920 f.o.b. cars Cochrane on or before July 1st, 1911, at \$7.89 per M.

92,640 f.o.b. cars Lake Superior Junction on or before May 1st, 1911, at \$8.14 per M.

152,869 f.o.b. cars Lake Superior Junction on or before July 1st, 1911, at \$8.14 per M.

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The Algoma Steel Co., Ltd.—1280.60 gross tons splice bars f.o.b. cars Lake Superior Junction, at \$48.16 per gross ton.

The Algoma Steel Co., Ltd.—1,388,640 lbs track spikes f.o.b. cars Lake Superior Junction, at \$2.55 per 100 lbs.

The Algoma Steel Co., Ltd.—170,484 tie plates f.o.b. cars Lake Superior Junction, at \$2.35 per 100 lbs.

ICE HOUSES.

M. A. Pigott & Son.—Construction of three standard ice houses, one each at Springfield, Man., Lake Superior Junction, Ont., and Redditt, Ont. Price, \$3,400.00 each.

FREIGHT SHEDS AND STORE HOUSES.

John King, of Fort William, Ont.—Construction of three storehouses and three freight sheds, one each at Lake Superior Junction, Ont., Redditt, Ont., and Springfield, Man. Prices: storehouses, \$7,200.00 each; freight sheds, \$3,098.50 each.

STATION AND OFFICE BUILDING.

John J. Vopni.—Erection and completion of combined station and office building at Lake Superior Junction, Ont. Price, \$24,500.00.

OPERATION OF PORTION OF LINE.

That portion of the line between Winnipeg and Lake Superior Junction—the junction point of the G.T.P. Railway Company's branch line to Fort William and the main line of the National Transcontinental Railway—was, commencing October 1, 1910, operated by the Grand Trunk Pacific Railway Company for the transportation of freight, and the season's wheat crops of the west tributary to the Western Division were transported over this section of the Eastern Division and the Grand Trunk Pacific branch line to Fort William, Ont.

All disputes with respect to classification between the Inspecting Engineers of the G.T.P. Railway Company and the Engineers of the Commission were settled by agreement of the Chief Engineer of the Company and the Chief Engineer of the Commission. A large percentage of the disputes with respect to "overbreak" on the McArthur contract were also settled by agreement of the Chief Engineer of the Company and the Chief Engineer of the Commission; and the remaining portion, involving 106 cuttings, in regard to which the Chief Engineer of the Company and the Chief Engineer of the Commission could not agree, were referred to the third arbitrator, Mr. Collingwood Schreiber, for determination. Mr. Schreiber's award was made on the 19th of January, 1911, and was concurred in by the Chief Engineer of the Company and the Chief Engineer of the Commission.

The whole respectfully submitted.

W. S. CALVERT,
C. F. McISAAC,
C. A. YOUNG,
S. N. PARENT,

Chairman.

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The Commissioners of the Transcontinental Railway, Ottawa, Ont.

SIRS,—I beg to submit the following report on progress of the work from the 31st of March, 1910, to the 31st of March, 1911:—

District 'A.'—General contracts Nos. 1 to 6, inclusive, are practically completed, with the exception of a few miles of tracklaying, some ballasting and the construction of engine houses and other buildings, which are to be constructed this season.

The average number of men employed during the year was 1,109, and horses, 74.

The total length of main line on this district is 256.61 miles, on which tract has been laid for 249.92 miles, in addition to 50.6 miles of sidings.

District 'B.'—The progress made on general contracts 7 to 12, inclusive, in this district, has been fairly satisfactory.

The average number of men employed during the year was 3,023, and horses, 395.

Total length of main track in this district is 578.22.

The main track has been laid on 325.13 miles, in addition to 28.05 miles of sidings.

Total grading done to date, 419.75 miles.

District 'C.'—Fair progress has been made on contract 14 in this district, the average number of men employed being 737 and horses, 58.

Total mileage across this district is 121.91 miles.

Total grading done to date, 74.3 miles.

No track laying has been done.

District 'D.'—The progress made on contracts 14, 15 and 16 has been satisfactory. The average number of men employed during the year was 1668, and horses, 94.

Total length of main line across this district is 276.11 miles.

Main track has been laid on 191.38 miles; sidings, 31.56 miles.

Total grading done to date, 201.55 miles.

District 'E.'—The progress of the work on this district has been satisfactory, the average number of men employed during the year being 519, and horses, 83.

Total mileage across this district is 195.19 miles.

Total grading done to date is 81.50 miles.

No tracklaying has been done.

District 'F.'—Contracts 19, 20 and 21.

Contracts 20 and 21 are practically finished, and the line is in operation between Graham and Winnipeg.

Good progress is being made on contract 19.

The average number of men and horses employed on this district during the year was 2,419 and 242 horses.

Total mileage across this district is 376.69 miles.

Number of miles of main track laid, 298.27; sidings, 89.55 miles.

Total grading done to date, 358.35 miles.

I attach herewith reports from the various district engineers giving further details of the work on the respective districts.

Total mileage from Moncton to west side of Water street, Winnipeg, via our northern entrance, is 1,804.73 miles.

Total grading done to date, 1,388 miles.

Total tracklaying done to date, 1,064.70 miles of main line and 199.76 miles of sidings; total, 1,264.46.

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Contracts have been let to date for the steel bridges described in table attached, and progress on same is indicated therein.

Total contracts for steel bridges superstructures let to date, 49,084 tons; completed bridges, 16,598 tons; bridges to be completed, 32,486 tons.

The locomotive shop plant buildings at Transcona are practically complete and machinery is being installed.

The 2,000,000 gallon reservoir at same point and water pipe line to Red river are also practically complete.

A 42 inch sewer pipe line from the Transcona shops to the Seine river is about 75 per cent completed.

All matters relating to classification that were disputed by the engineers of the Grand Trunk Pacific Railway Company have been settled by mutual agreement between myself and the Chief Engineer of the Company, and since December 31 all disagreements were reference to 'overbreak' that had been referred to the Third Arbitrator have been settled, the award being unanimous as set forth in my report to you dated January 20, 1911.

I attach herewith reports from the various district engineers which speak for themselves.

Yours respectfully,

GORDON GRANT,
Chief Engineer.

GORDON GRANT, Esq.,
Chief Engineer, National Transcontinental Railway,
Ottawa.

DEAR SIR,—For the fiscal year ending March 31, 1911, I beg to report as follows:

On the whole district, 94.86 per cent has been finished as against 78 per cent at the corresponding date a year ago. During the year, contracts 1, 3 and 4 have been practically completed. Contract 1 being 99.5 per cent finished; contract 3, 99.12 per cent; and contract 4, 99.5 per cent; and contract 2, except for a little ballasting and trimming up is practically complete, being 98.43 per cent finished. By July 1 there should be a completely finished road as far as mile 164. Contracts 5 and 6 should be completed this year. Main line track extends from mile 0.75, near Moncton, to mile 178.25 and from mile 184 to mile 256.27, near the Quebec boundary, thus leaving 6.155 miles only to complete the main line.

Contract No. 1. Mile 0.50.—Progress on this contract is as follows:—At March 31, 1910—Grading, 95 per cent; concrete, 97 per cent; total contract, 95 per cent done. At this date 99.5 per cent of the work is complete. Track is laid complete as follows:—

Main Line—

Mile 0.075—50... .. 49.925 miles.

Sidings—

Near mile 6.5... .. 0.667 miles.

“ “ 14.5... .. 0.667 “

“ “ 23. 0.660 “

“ “ 33.5... .. 0.663 “

“ “ 40. 0.661 “

“ “ 49.5... .. 0.663 “

Connection with I. C. R., Mile 11... .. 0.765 “

Salisbury ballast pit branch and connections, near

Mile 11.5... .. 7.003 “

Total... .. 61.674 “

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Contract No. 2. Mile 50—58. Sixty-one per cent was done at the end of the last fiscal year—now the figure is 98.4 per cent. Work will be resumed early in May and before July 1 the contract should be complete. The principal work done during the year was the excavation of cutting at mile 50 to 51 and the filling of the west approach to Salmon river. During the year the Wm. P. McNeil Company erected the steel span at the over crossing of Salmon river road, mile 57.4.

Track is laid as follows:—

Main Line—

Mile 50-58... .. 8 miles.

Siding—

Mile 56.2... .. 0.66 “

Connection with the N. B. C. and Ry. Co. line near
mile 56.5... .. 1.230 “

Total... .. 9.890 “

Contract No. 3. Mile 58 97. Eighty-one per cent was done at March 31, 1910, 99.12 per cent of the contract is now completed.

Track is laid as follows:—

Main Line—

Mile 58-97.254... .. 39.254 miles.

Sidings—

Near mile 66.396... .. 0.664 “

“ “ 73.5... .. 0.663 “

“ “ 80.5... .. 0.663 “

“ “ 88... .. 0.663 “

“ “ 97... .. 0.663 “

Connection with N. B. Coal & Ry... .. 0.894 “

Connection with I. C. R., mile 96.5... .. 1.277 “

Spur to ballast pit near mile 80... .. 1.052 “

Total... .. 45.793 “

The connection with N. B. coal and railway and the spur to ballast pit near mile 80 have been removed as there was no further use for them.

Interlocking plant at mile 96.5—Crossing of Fredericton branch of Intercolonial Railway—was installed during the year.

Contract No. 4. Mile 97—164. At last report this was 73 per cent done. 99.5 per cent of the contract is now complete. Steel spans have yet to be placed at the crossings of S. W. Miramichi, north branch Miramichi, Juniper brook and Odell river. The first two have been contracted for by the Dominion Bridge Company, and the two latter by the Wm. P. McNeil Company. They will be erected this year. The divisional yard at mile 118 is completely graded, tracks laid and turntable and track scales installed.

Track is laid on this contract as follows:—

	Miles.	Miles.
Main line... ..	67.0	67.0

Sidings—

Mile 108.5... .. 0.663

“ 125.5... .. 0.663

“ 133.2... .. 0.663

“ 145.8... .. 0.663

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	Miles.	Miles.
<i>Sidings—Continued.</i>		
Mile 153.0..	0.200	
“ 159.0..	1.192	
“ 163.	0.297	4.341
Division yard 117.5..	11.29	11.290
Spur to C. P. R...	0.858	0.858
Y connection to spur..	0.20	0.200
Total..		83.689

Contract No. 5. Mile 164–195. Seventy-five per cent of this contract was done at March 31, 1910—Now 90.13 per cent has been done. Grading has advanced from 81½ per cent a year ago to 92 per cent at present, and concrete from 79 per cent to 99 per cent finished. Steel superstructures have been erected by the Canada Foundry Company at Tobique river and by the Dominion Bridge Company at the overhead crossing at highway, mile 165.7, and the large viaduct over Salmon river, mile 184. The Dominion Bridge Company also have contracts for erection of superstructures at Caton brook and Graham brook viaducts and for highway crossings at Foley brook road and at Falls brook.

Track has been laid as follows:—

Main Line—

	Miles.	Miles.
Mile 164–178.25..	14.25	25.65
“ 184–195.4..	11.4	

Sidings—

Mile 177.2..	0.663	
“ 186.5..	0.663	
“ 182.0..	0.227	
“ 194.0..	0.853	2.406
Ballast pit spur..	0.60	0.60
Spur to C. P. Ry...	1.045	1.045
Total..		29.701

About three miles of ballasting has been done at the west end of contract. I expect this contract will be finished by the end of the season of 1911.

Contract No. 6. Mile 195–256. Grading is 89 per cent done, concrete, 99 per cent; and the whole contract, 88.75 per cent done. Main track is now laid on the whole contract—with the exception of connection at Four Mile brook viaduct. The diversions of the Canadian Pacific Railway at mile 202, miles 215–217 and mile 224½ have been completed. The decision to make Edmunston a divisional point was made early in the year and work started during the summer. One-third of the grading has been done. The Dominion Bridge Company erected the superstructure at Quisibis river and the Wm. P. McNeil Company completed erection of superstructures at Baker brook, Green river, Grand river and Sigas river and have erected about one-half of viaduct at Four Mile brook.

Track has been laid as follows:—

Main Line—

	Miles.		Miles.
Mile 195.4 to	256.54	=	61.140

Sidings—

Mile 200.1	0.666	
“ 200.3	0.118	
“ 205.	0.658	
“ 205.	0.187	
“ 209.7	0.164	
“ 210.	0.663	
“ 214.	0.133	
“ 220.8	0.663	
“ 237.6	0.645	
“ 242.4	0.571	
“ 246.5	0.133	
“ 251.6	0.782	5.383
<hr/>		
Division yard, 230.5	1.501	1.501
Ballast pit, 239.	0.663	0.663
<hr/>		
Total		68.687

Ballasting has been done from mile 207 to the west end of contract. This contract will in all probability be completed by the end of 1911.

STATIONS.

Station sites have been provided where considered necessary, and the buildings may be erected as soon as contracts are let.

RIGHT-OF-WAY.

It is expected that a number of claims in Madawaska county will be submitted to the Exchequer Court, and in connection with these and the claims of the New Brunswick Railway Company; the Alex. Gibson Company and the Miramichi Lumber Company, our solicitors are now engaged preparing cases.

POLICE AND FIRE PROTECTION.

Good results have been secured by the police force, and the measures taken to prevent forest fires had the effect of keeping destruction of standing timber down to practically a minimum.

CASUALTY ON ENGINEER STAFF.

With feelings of the deepest regret I report the first fatal accident to a member of the engineering staff, Mr. L. M. Black, instrumentman on residency 4, was crushed by a locomotive, breaking his back. He lingered a few weeks at the Moncton hospital and died July 14, 1910.

CASUALTIES ON CONSTRUCTION.

Date.	Contract No.	Killed.	Injured.	Cause.
1910.				
June 12.	1.	L. M. Black...	Italian.	Crushed by engine.
" 21.	4. ....	.....	— Jones.....	Fell off bridge.
August 15. . .	5.	John Ryan....	J. Hogan.....	Explosion.
September 2....	4. ....	.....	— McKay...)	Derailment.
		.....	— Logan.... }	

All of which is respectfully submitted.

(Signed) C. O. FOSS,
District Engineer.

ST. JOHN, N.B.,
May 9, 1911.

QUEBEC, May 6, 1911.

GORDON GRANT, Esq.,
Chief Engineer,
Ottawa.

SIR,—I beg to transmit herewith an annual report of the work done in my district up to March 31, 1911.

FINAL MILEAGE.

1. The final mileage is still the same as previously reported on March 31, 1910. A party of engineers is now revising our final location on that part of contract 13 which has been added to my district, and we hope to reduce the cost of construction and to better the alignment and grades on this portion.

CONSTRUCTION STAFF.

2. Owing to the advanced state of the grading, we have closed down some of our divisions and several of our residencies.

Division 1, from the New Brunswick boundary westwards, which had four resident engineers, has now but two.

Division 2, formerly of five residencies, has been reduced to one.

Division 3 and 4 have been eliminated and joined on to Division 2A. These three divisions consisted of nine residencies, and have now but three. Residency 16, of division 4, has been joined on to Division 5.

Division 5 still has four residencies out of the original five, but these are rendered necessary owing to the Quebec terminals and workshops at Cap Rouge having been added on to this division.

Division 6 has been closed and added on partly to Division 5 and partly to Division 7. The original four residencies are now reduced to one.

Division 7 has but one resident engineer.

Division 8 has been closed down and added to Division 9; the one resident engineer left out of the four original residencies is also transferred to Division 9.

Division 9 has two residencies remaining.

Division 10 is still the same, and Division 11 has been opened since my last report.

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CASUALTIES ON ENGINEERING STAFF.

3. The following members of the engineering staff have died during the year just closed:—

J. D. O'Farrel, boulder inspector on Residency 36. Died of peritonitis at Weymontachene.

J. A. Côté, timekeeper, Residency 35. Died of congestion of the lungs at La Tuque.

CASUALTIES ON CONSTRUCTION.

4. The casualties among the contractor's employees during this period are as follows:—

On Macdonald & O'Brien's Contracts.

Contract 11.—April 18, 1910. Killed by ballast train sliding into lake about mile 164.

M. Falsetto, Italian.

P. Franco, Italian.

M. Coulick, Pole.

H. Pache, Pole.

C. Illioff, Pole.

A. Cretatenko, Pole.

Contract 12.—March 30, 1910. Killed by landslide at mile 17 'B-c-B' on D. R. MacDonald's sub-contract.

Jean Coreller, French.

May 18, 1910. Killed at Grant's camp No. 1, by a tree falling on his head.

Chas. Jas. Baumber, English.

July 22, 1910. Killed by premature explosion of dynamite on Doheny & Donovan's work.

J. Walsh, Canadian.

K. Sele, Russian.

E. Challoner, American.

Paul Green, Norwegian.

C. H. Hedgecock, English.

J. Foley, Scotch.

Philibert Clut, French.

Francis Chas. Clut, French.

Harry Knox, English.

Sept. 15, 1910. Killed by falling from Atikamik viaduct, Dominion Bridge Company's employees.

Armand Laberge, French Canadian.

October 22, 1910. Killed by stone from blast at 14 'B-c-B.'

Tony Krismavic, Russian.

December 27, 1910. Killed by premature explosion on O'Brien & Martin's sub-contract.

Giovanni di Napoli, Italian.

February 16, 1911. Killed by premature explosion on O'Brien & Martin's work.

John Larina, Italian.

Joseph Briand, French.

Donato Bobembo, Italian.

John Ublonsky, Russian.

February 13, 1911. Killed by rock falling on him on Walters & McGlade's sub-contract.

Sarafino Cario.

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February 25, 1910. Killed by rock falling on him on Walters & McGlades sub-contract.

Joseph Dufrank, Italian.

April 26, 1911. Accidentally shot by companion while out hunting, near Coo-coo-cache, on contract 11.

Evan Sloe, Bulgarian.

On M. P. & J. T. Davis' Contracts.

Contract 9.—September 12, 1910. Killed by ballast train while walking along track at mile 13, Quebec bridge west.

George Lamothe, French Canadian.

November 9, 1910. Struck by ballast train while driving across track at St. Augustin.

Auguste Brunet, French Canadian.

Ulderich Côté, French Canadian.

PROGRESS OF CONSTRUCTION WORK.

5. On contracts 7, 8, 9, 10 and 11 the grading is all completed, except in the case of several banks which have to be brought up to grade level. Steam shovel work is progressing satisfactorily. Grading operations on contract 12 are now well under way and will be completed over the whole contract by November next.

BRIDGES.

6. The concrete superstructure for all the bridges on contracts 7, 8, 9, 10 and 11 are completed. On contract 12, concrete operations were carried on at the 3rd St. Maurice river crossing, Manouan and Ribbon rivers. These crossings are finished. The Dominion Bridge Company erected during this year the 2nd and 3rd crossings of the St. Maurice river, the Flamand and Little Flamand rivers. They are now erecting the superstructure of the Manouan river.

TRACK-LAYING.

7. East of the Quebec bridge, 4 miles of track are laid in main line. West of the Quebec bridge, the main line track is laid on contracts 9, 10, 11 and part of 12, a distance of 241 miles.

BALLASTING.

8. East of the Quebec bridge, on contracts 7 and 8, about 40 miles of track have been ballasted. On contract 9, west of the Quebec bridge, a first lift of ballast has been given over the whole fifty miles. Sixty per cent of contract 10, and 75 per cent of contract 11 has been ballasted, and about six miles of contract 12.

FENCING.

9. The fencing of the line is progressing satisfactorily. It is impossible, however, to state exactly how much fencing is still required, as a considerable portion of the line which was unsettled at the time the grading was being done is now being opened up by settlers, rendered fencing absolutely necessary.

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TELEGRAPH LINE.

10. The telegraph line on contracts 7 and 8 is about in the same state as it was at the date of my report to March 31, 1910, i.e. none erected, but poles distributed on contract 8. On contract 9, 95 per cent of the telegraph line is completed; contract 10, 80 per cent; contract 11, 63 per cent; and it is being erected over contract 12.

BUILDINGS.

11. No stations, engine houses or section houses have been built as yet. The locations of these, as well as the plans, have now, however, been finally determined and active construction should begin during the season.

WATER SERVICE.

12. Since my last annual report, water tanks have been erected at miles 154, 175 and 194, on contract 11.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) A. E. DOUCET,
District Engineer.

NORTH BAY, Ont., May 5th, 1911.

GORDON GRANT, ESQ.,
Chief Engineer,
Ottawa, Ont.

DEAR SIR,—As instructed by you, I beg to submit the following report of work done on this district during the fiscal year ended March 31, 1911:—

DISTRICT BOUNDARIES AND STAFF.

On November 1, 1910, Districts 'C' and 'D' were combined under myself as District Engineer, Mr. G. L. Mattice formerly district engineer 'D' remaining in North Bay as my assistant. On same date sixty miles of district 'E' were added to west end of District 'D' placing all contract 16 on that district and 71.40 miles of east end of District 'C' (being eastern portion of contract 13) were added to District 'E.' Mr. A. Sunstrum, Division Engineer No. VI. resigned December 1, 1910, his work being taken over by Mr. Holland in addition to the latter's other work.

Mr. A. McLellan, Division Engineer on District 'E' was taken over by District 'D' to be in charge of opening up above mentioned 60 miles added to 'D' from 'E.'

On account of steel being laid during the year for a considerable distance east and west of Cochrane (which is located about the centre of the new combined districts), we have been enabled to close down a good many residencies adjoining the track, one assistant engineer being able to look after two and sometimes three residencies. On the other hand six new residences have been opened at west end of district.

CONSTRUCTION.

Contract No. 13.—Macdonell & O'Brien, General Contractors. A party of engineers is now revising parts of our final location on this contract, with a view of reducing, if possible, the cost of construction and better the alignment and grades.

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Contract No. 14.—G. T. P. Ry., General Contractors. Messrs. Foley, Welch & Stewart, agents for the General Contractors, have during the year under review nearly finished the grading throughout this 150 mile contract, and have also filled in a number of temporary trestles and other gaps with material brought from borrow pits by train. Track is laid east from Cochrane for a distance of 95 miles, and ballasting has been kept up as closely as possible with the track laying, several good pits having been found within easy distance. Owing to the deep snow and general severity of the past winter, it was, however, found necessary to close down track laying and ballasting about last January, hence less progress was made with this particular work than we hoped to make at commencement of winter.

Nearly all the concrete work in the Ontario portion of this contract is now finished, and two large steel bridges across the Abitibi and Nistongo rivers have been erected. Steel for other bridges has been delivered to sites of same.

Telegraph line is erected for 53 miles east of Cochrane. Two permanent water tanks have been erected.

Contract No. 15.—E. F. & G. E. Fauquier, General Contractors. Grading and track laying have been completed on this contract which extends 100 miles west of Cochrane, during the past 12 months. Ballasting and train filling up to the Ground Hog river (80 miles west of Cochrane) is practically finished; beyond that point, on account of the scarcity of gravel, very little ballasting has been done, but a large amount of train fill material has been deposited in place. Concrete work has proceeded most satisfactorily, only one large bridge substructure being unfinished at March 31, 1911. During the past year steel bridges have been erected over the Frederick House, Buskegow, Driftwood, Poplar Rapids and Wellington Creek river, and erection of steel bridges over the Mattagami and Ground Hog rivers was in progress at March 31, 1911.

Telegraph line is erected for 77 miles west of Cochrane.

Three permanent water tanks have been erected.

The only work still to be done on this contract consists of concrete, train filling and ballasting, all of which should be completed during the coming summer.

Contract No. 16.—M. P. & J. T. Davis, General Contractors, transferred to O'Brien, McDougal & O'Gorman. Length 100 miles. The grading on the first 40 miles of this contract (which were included in old District 'D') has been practically completed during the year under review. The remaining 60 miles, transferred from 'E' was opened up during last winter, the contractor cutting roads, building camps, putting in supplies and getting a start made with construction work over nearly the whole length. Track has been laid on 20 miles of this contract at 31st March, a large trestle built across the Missinabie river and another in progress across the Mattawishqua river. A commencement had also been made with the concrete work of the contract at the abutments and piers of the Missinabie river bridge.

This contract is now in good shape for great progress to be made on it during the coming summer and fall in all branches of construction.

TRANSPORT.

Supplies to residencies situated on or near the track have been delivered in small quantities as required. During last summer we put in about 30 tons of provisions to the residencies, then west of end of steel, by means of canoe service on the Missinabie river.

This latter work was necessitated by the break up of the 1909-10 winter roads, which occurred a month earlier than usual. During the winter just closed, we have delivered all necessary supplies to our residencies along western half of Contract 16.

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FIRES, DAMAGES TO PROPERTY, ETC.

Several small bush fires occurred along the line during last summer, but only one caused any serious damage. This fire burnt a sub-contractor's camps at Mile 244, with all his supplies and outfit, and as it was impossible to put in more supplies during the summer, this five miles of work was closed down, but was reopened last winter.

ACCIDENTS AND SICKNESS.

This portion of the work has been surprisingly immune from sickness or accidents during the past year. On Decemler 1st last, L. Ranger, mail carrier for the commission, was accidentally shot at Residency 17-C, dying a few days later at New Lisheard Hospital. One of Foley, Welch & Stewart's conductors was killed while coupling cars in ballast pit, and two men were drowned in the Kapuskasing river. These have been the only fatalities on the district.

Yours truly,

A. N. MOLESWORTH,
District Engineer 'D.'

NIPIGON, ONT., May 10, 1911.

GORDON GRANT, Esq.,
Chief Engineer, T.C.R., Ottawa, Ont.

DEAR SIR,—In accordance with your instruction, I beg to submit the following report for the fiscal year, 1910-1911, ending March 31, 1911.

Owing to the West 60 miles of contract No. 16 being added to District 'D', the length of District 'E' is now 195.19 miles, from District Mileage 60 to 255.19, which equals through mileage 1428.04.

PROGRESS OF CONSTRUCTION WORK.

On contract No. 17, covering 100 miles, from District Mileage 60 to 160 (through mileage 1232.85 to 1332.85), O'Brien, McDougall & O'Gorman Agents.

A year's supply of provisions and material for this contract were distributed during the winter, and the main camps and warehouses built. Sub-contracts were let covering the whole work, with the exception of the grading between Miles 110 and 140, which was short of cars and rails which were needed at Miles 121-124 and Miles 128-132. At these two points the heaviest work on the whole contract is to be done. Mr. O'Brien says this work will be opened up the coming winter, and if necessary he will lay temporary track around this work, and do it by steam shovel. The cuts in question are supposed to be sand and gravel.

In the month of March 90 acres of clearing was done. Labour seems to be plentiful and contractors should make a good showing this summer.

Timber for temporary trestles is available on the various streams where structures are to be erected, and gravel for ballast is being looked up along the line.

Contract No. 18.—E. F. & G. E. Fauquier, Contractors, Nepigon Construction Co., Agents, covering 75 miles, from District Mileage 160 to 235 (through mileage 1332.85 to 1407.85). Grading is now about 82 per cent completed; Concrete and bridge sub-structures 53 per cent completed and work of all classes 65 per cent completed. A number of sub-contractors have finished up and left. No track has yet been laid, as tracklaying will come from east and west, the junction being made somewhere near the east end of this contract. Temporary structures for bridges are now being erected.

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Contract No. 19.—O'Brien, Fowler & McDougall Bros., Contractors, covering 20.19 miles, from District Mileage 235-255.19, west end of district (through mileage 1407.85 to 1428.04).

Work on part of this contract stopped on account of loss of supplies and camps by fire, about July 1. These were replaced in January, when sleighing started, and work is now being pushed, several night shifts being employed. Total completed, 42 per cent.

Tracklaying is expected to reach the west end of the district about October or November, and by that time there will be from 95 to 115 miles of continuous grading ready for track, westward from this point.

ACCIDENTS AND SICKNESS.

No accidents have occurred among our engineering staff but there were two cases of sickness.

Fatal accidents among the contractors' employees on this district, from March 31, 1910, to March 31, 1911, were as follows:—

July 2.—Harry Olsen, Swede, Dynamite Explosion.

July 2.—Louis Carlson, Swede, dynamite explosion.

Morris, Mackie & Co.—Sub-contractors.

November 15.—John Stevenson, Galician, dynamite explosion.

Bonfield & Harvey—Sub-contractors.

BUSH FIRES.

Bush fires were very destructive about the end of June and destroyed a number of camps and a great amount of supplies, which were badly needed by contractors, as they could not be replaced till sleighing started last winter. Two engineering residencies were also burnt with contents, also storehouses, but all books and notes relating to the work were saved.

On contract 18 the loss was about.. . . .	\$33,250.00
On contract 19 the loss was about.. . . .	53,297.18
Engineering camps and supplies.. . . .	3,200.00

Total.. . . .	\$89,747.18
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The work generally was not delayed except on contract 19, Mile 252-255.19. Here sub-contractors lost their camps, and supplies for one year. A full report on fires was made to you on August 12, 1910.

TRANSPORT.

Supplies for one year were distributed from Nepigon and Cochrane, to 16 residencies, covering the whole District and 8 warehouses were built on contract 17 during the Winter. This work was all done by contract, but the proper distribution, erection of buildings and the removal of supplies from our old caches, was thoroughly looked after by our Transport Officer, Mr. A. E. Fraser.

MAIL SERVICE.

A weekly mail service was carried on throughout the summer and gave every satisfaction, but was rather irregular during the winter, owing to the conditions of the ice on Lake Nepigon. Arrangements are being made for the coming summer.

POLICE PROTECTION.

The service rendered by Mr. Quibell, Police Commissioner, was very satisfactory, and intoxicating liquors have been practically unknown on the work in this district.

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MEDICAL SERVICE.

On contract 17, hospitals are being built and doctors sent in.
On contract 18, one hospital is kept open, on east end of work, balance being completed.
On contract 19, there is one hospital and doctor.
No complaints have been received so I think service is satisfactory.
Inspection trips were made in June and October, 1910, and March, 1911, and everything was found in order.

Yours truly,
(Sgd.) T. S. ARMSTRONG,
District Engineer.

OFFICE OF THE DISTRICT ENGINEER,
ST. BONIFACE, MAN., May 12th, 1911.

Mr. GORDON GRANT,
Chief Engineer,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit the following report of work done in District 'F' for the fiscal year ending March 31, 1911.

All location on district completed at date of last report, excepting that portion between Springfield Terminal shops and Red River bridge, known as "Winnipeg Entrance," the final route of which was approved by Order of Privy Council on March 15, 1910. Final location completed April 21st, 1910, and right-of-way plans filed on July 16, 1910.

The whole district is still under construction (including part of Contract No. 21, from Winnipeg to Pelican Falls, 246.67 miles, and Contract 20a, from the latter point to Superior Junction, 12.5 miles, or 259.2 miles, which are now being operated by the Grand Trunk Pacific Railway.)

I shall, therefore, take up each contract from the east end of the district, as they run consecutively from east to west. The contracts are as follows:—

Contract.	District Mileage.	Mileage from Moncton.	Contractors.
19	0 to 105.3.....	1428 to 1534.02....	O'Brien, Fowler & McDougall Bros.
20	105.3 to 117.98....	1534.02 to 1546.69.....	" "
20-A	117.98 to 129.47....	1546.69 to 1558.18.....	" "
21	129.47 to 376.59....	1558.18 to 1805.30.....	J. D. McArthur.

Contract No. 19.—On this contract are:—

- Division No. 2, Mile 0 to 40. Residences Nos. 6,7, 8 and 9.
- Division No. 3, Mile 40 to 78. Residences 10, 11, 12 and 13.
- Division No. 4, Mile 78 to 105. Residences 14, 15 and 16.

Division No. 2, Mile 0 to 40. W. W. Bell, Division Engineer.

Work on this division has been carried on continuously during the past twelve months. The percentage of grading done has increased from 15 to 80 per cent during that period; the total varieties of work now done is 55 per cent of approximate cost.

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This division lies farthest away from source of supplies; the nearest points being Nipigon on the Canadian Pacific line, and Wako on Grand Trunk Pacific branch from Fort William.

There are no heavy structures on this division.

Division No. 3, Mile 40 to 78. H. L. Bucke, Division Engineer.

The grading on this division has been carried on without intermission; all the cuts have been completed as far east as Mile 53. The finishing of a few cuts and some light grading remain in the eastern 15 miles of this division, which can, however, be completed by the time the track reaches that point. Over 75 per cent of the grading has been completed; the balance consisting of remaining rock cuts and some rock-borrow. Over 60 per cent of work of all varieties has been completed.

Track laying is at present at Mile 79. There is considerable amount of train work on this division which will be started early in April.

Division No. 4, Mile 78 to 105.3. H. J. McKenzie, Division Engineer.

Grading on this division has practically been completed, and track laid over the whole distance. Ballasting and train filling was carried on all last summer and fall. All train-filling completed as far east as Mile 95.

All permanent structures on this contract have been completed as far as Mile 40, including the superstructure at Sturgeon River Crossing, Mile 93.2 which is one 220 foot through span.

The remaining structures to be erected on this Contract (No. 19) are as follows:—

District Mileage.	No.	Size.	Description.	Remarks.
17.6.....	1.....	20' x 15'	Arch culvert.....	
19.7.....	1.....	90'	Deck girder	Lookout River.
25.2.....	1.....	25'	Arch culvert.....	Re-inforced.
29.6.....	1.....	80'	Deck girder.....	Redhead River.
32.....	1.....	20'	" "	Rocky River.
39.4.....	1.....	150'	Through span	Allan Water.

Contract No. 20, Mile 105.3 to 117.98.

This forms part of Division No. 4, Res. No. 17 and is the 12.67 miles lying immediately east of Superior Junction. Practically the whole of this contract has been graded, track laid and ballasted, and all temporary trestles filled in.

Contract No. 20a, Mile 117.98 to 129.47.

This 11.49 miles is being completed by Messrs. O'Brien, Fowler & McDougall Bros., the main line, which has been operated by the contractors for constructing purposes during the period this report covers, was handed over to the Grand Trunk Pacific Railway on October 15, 1910, to temporarily operate, and is still being operated by the railway company.

The contractors have since March 31, last, been working on the erection of the substructure of the Sioux Lookout bridge, which was completed early in November, 1910, also on the Sturgeon river bridge substructure, the two abutments of which were completed in August, 1910, and the two centre piers are now being completed. Temporary trestles are still being used to operate the trains. Everything is completed for

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the erection of the Sioux Lookout Bridge, superstructure work on which has now begun. The contractors, the Canadian Bridge Co., expect to have same completed early in May.

Work at the divisional yard at Graham has been carried on incessantly, and though not altogether finished, still sufficiently advanced to permit operation of freight service between Winnipeg and Fort William. The round house and repair shop is almost completed. Coming under separate contracts the special station and ice house have been completed, and work is proceeding on the freight shed and store house. Tenders are now being considered on coal chutes and cinder hoists. The water service is also being completed.

Contract No. 21, Mileage 129.477 to 176.59.

The work on this contract is practically completed, that is, from Pelican Falls to the Springfield yard.

The Grand Trunk Pacific have been operating freight trains on the said portion since the 7th October, 1910, the agreement between the contractor, the railway company and the Commissioners having been extended.

There is still a certain amount of filling to be done at the Redditt Yard, and a few places to be trimmed up, especially at the different places where sink-holes had developed, and on very high embankments. These may require considerable train-fill during the summer of 1911, and some more ballast here and there for final touches, such as are always required on a new roadbed, but it will be done without interfering with the circulation of trains.

Work on the entrance into Winnipeg from the Springfield Yard is now being proceeded with, and will be completed this coming summer of 1911.

The station buildings, section houses, tool houses, &c., Contract No. 24, have all been erected along the line covered by Contract No. 21. The roundhouses and ice-houses at Redditt and Springfield have been completed, and the freight sheds and storehouses, at Springfield, Redditt and Graham are now under construction. Tenders for coal chutes and cinder hoists are now being considered. Water service at Springfield and at Redditt, is being completed this summer.

Contract No. 22. Red River Bridge and Approaches to Union Terminal Station.

This contract has now been completed by Messrs. Haney, Quinlan & Robertson, and the Bridge Company have about completed the steel superstructure over the Red river, and will proceed with the erection of spans over the streets in Winnipeg, between the Red river and Water street, immediately.

Contract No. 23 Terminal Shops and Other Contracts.

The following is a copy of report from F. W. Walker, Superintendent Terminal Shops and different other contracts, and extra work in connection therewith:—

Springfield Shops, Contract No. 23. Haney, Quinlan & Robertson, Contractors. Work done during 12 months ending March 31, 1911, has consisted of general construction work in connection with the Locomotive Shop buildings, steel work erection, concrete, brickwork, roofing, skylights, etc. The storehouse, oil house, stores platform, carpenter shop, frog and track shop and crude oil storage were practically completed by that date, and the remaining buildings completed with the exception of their floors which will be put in as soon as the machine tool foundations are completed. The plant was heated by temporary arrangement during the winter and the various branches of the work carried on throughout the plant. This contract is about 95 per cent completed.

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2,000,000 gal. reservoir. Contract 23a.—Work was started on this contract in May, 1910, and 20,000 cu. yds. of excavation taken out and approximately 6,800 cu. yds. concrete poured to form the two basins. The reservoir has been roofed and the wiring and heating pipes put in place. This contract is completed with the exception of a little painting and back filling.

Piping for Shops. Contract 23c.—Wiring ducts, etc., etc. Work has not yet been commenced on either of those contracts.

Red River Pump House. Contract 27.—J. McDiarmid Co., Ltd. The Pump House building is complete in every respect, and the equipment installed, the only portion of the work remaining being a small amount of back filling in the suction pipe trench.

Yard Water System, Springfield Shops. Contract No. 28.—Cotter Bros. Work was started on this contract last week in March, and is progressing rapidly. All the pipe was delivered on the ground by the end of the month.

Red River Pump House Equipment. Contract No. 29.—This equipment consisting of piping, engines, producers, pumps, etc., was delivered and erected at the Pump House and was in operating condition at the end of March, the only remaining work being the installing of the brass handrailings, etc.

Wiring for light and power, Springfield Shops. Contract No. 30.—A carload of material was delivered for this contract but work was not started by the 31st March.

Locomotive Shop Equipment and Power House Equipment.—Large quantities of machinery have been delivered and unloaded at the shops and a number of machines placed on their foundations. Eleven of the electrical travelling cranes have been installed complete and work has been under way steadily on foundations for the various machine tools in the different buildings and is making good progress. Work was started during March on the installation of the boilers and engines in the power house and is progressing well.

Force Account Work. Temporary Heating. E.W.O. No. 784 & 799.—The shops were heated during the winter under the above extra work orders and work was carried on steadily and good progress made on the various classes of work.

Shop Sewer System. E.W.O. No. 787.—Work has been carried on under this extra work order and up to the end of March all the sewers around the shops had been laid and manholes practically completed. Forms were also built ready for the pouring of the walls of the sewer pump house as soon as the weather permitted. Under other extra work orders work was carried out on installing of crane runway rails, placing of machinery on foundations, etc.

Union Depot.—Work on this contract during the twelve months ending March 31, 1911, has consisted of plastering, painting, plumbing and wiring and general finishing work. The south half of the building and the rotunda were completed early in March and the Grand Trunk Pacific moved into the new offices. The north half of the building was practically completed by the end of March and was making good progress. Work was started on the passenger train shed in March and erection was proceeded with rapidly.

Contracts No. 25 & 26. Supply of Water from Red River to Transcona.

This contract has been completed. The Western Contracting Co., Contract No. 25, having dug the trench, and the Canadian Pipe Co., Contract No. 26, having laid the pipe. The line is now being used for the supply of water for shops and yards.

Contract No. 26a.—Sewer pipe from Pump House in Terminal Yards Transcona to Seine River. This work was commenced in November, 1910, and on March 30, 1911, there was 70 per cent of the work done, and it is expected to be completed by the 1st July, 1911.

POLICE.

The following is copy of report from our Commissioner of Police, Mr. Quibell:—

The undersigned respectfully begs to submit his report as Commissioner of Police for the fiscal year ending March 31, 1911. During the past year a number of convictions have been made, and fines imposed amounting to \$1,680. A considerable number of guns, revolvers and other dangerous weapons were seized and all but the guns confiscated. 753 packages of liquors were seized and destroyed, and three persons committed to various terms of imprisonment in lieu of payment of their fines. Eight constables are employed in the district, and these practically patrol every mile of road upon which men are working. At the present time a determined effort is being made to drive every vagrant from off the line. It is a matter for congratulation that no houses of prostitution or of a disreputable character exist along the line of railway in this district.

ACCIDENTS.

I regret to have to record the death of eleven men and eighteen injured from April 1, 1910, to March, 1911, as per the following list:—

Date of Accident.	Division.	Name.	Killed.	Injured.	Cause of Accident.
1910.					
April 8th.....	Terminal shops.....	Fred. Fontaine		1	(Right foot). Not known.
May 17th....	"	J. Cairns.....		1	Breaking of 2"x6' timber used as scaffold,
" 18th.....	"	C. Cowan.....		1	
" 19th.....	7	Peter Orchinen.....	1		Falling off scaffold.
		Davis Ingersoll	1		Engine mounting rail and turning over.
June 8th.....	Terminal shops.....	J. Conlin.....		1	Concrete loader falling on his back.
" 11th.....	"	Neil Curry.....		1	Falling off scaffold.
" 22nd	3	Ed. Mackie.....	1		Struck by ring of derrick cable and died as result in hospital on 27th June, 1910.
July 14th.	3	Frank Gazzarano.....		1	Premature explosion.
" 27th.....	7	Toni Critelli.....	1		
		(Unknown carpenter).....		1	Gin pole falling back.
" 13th....	Terminal shops...	J. McLeod.....		1	Ran over by ballast train.
		Mike Forncisk.....		1	
		Lesecutine Strougal.		1	Premature explosion.
		Louis Sagovitch.....	1		
		John Shultz.....	1		" "
	2	K. Sunderland.....		1	" "
Nov. 2nd....		N. Hlowkyn.....		1	" "
		J. Miller.....		1	" "
1910.					
Jan. 20th.....	2	E Barkland	1		Premature explosion.
		Iver Jonson	1		Prem. explosion in powder h'se.
		C. Jonson.....	1		" "
		B. Olson.....	1		" "
Feb. 8th.	2	Gust. Lidfos.....		1	" "
		O. Morral.....		1	" "
		H. Larsen.....		1	" "
		O. Linde.....		1	" "
		R. Angus.....		1	" "
March 28th....	Terminal shops.....	Louis Leviskey.....	1		Loading gravel. Dug under same and caved in.
		Totals.....	11	18	

Yours truly,
(Sgd.) S. R. POULIN,
District Engineer.

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'A'.

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Esti- mated Cost of Super- structure.	Paid to March 31, 1911.
					\$		\$	\$	%
Over Xing Highway.....	8.50	1 18' dk. pl. gr. span.....	Dominion Bridge Co.	12,000	4.375	5,500	47 00	783 50	834 19
Canaan River Viaduct.....	21.70	5 30' and 1 80' dk. pl. gr. spans, 5 towers 30' span.	Canada Foundry Co.	840,000	4.5	73,400	47 00	41,219 80	11,608 73
Over Xing Red Bank Road.....	54.60	1 66' thro. pl. gr. span.....	Dominion Bridge Co.	110,097	4.375	10,935	47 00	5,330 68	5,330 68
Salmon River (Chipman).....	57.00	4 40', 4 60', 2 80 dk. pl. gr. spans, 4 towers 40' span and 4 150' dk. truss spans.	Canada Foundry Co.	2,200,000	4.65	160,000	47 00	109,820 00	108,537 47
Over Xing Salmon River Road. Newcastle Stream.....	57.50	1 24' 4" dk. pl. gr. span.....	W. P. McNeil & Co.	23,000	4.34	5,600	51 50	1,286 60	1,280 20
	67.00	4 40', 6 60' dk. pl. gr. spans, 4 tow- ers 40' span and 1 rocker bent.	Structural Steel Co.	1,000,000	3.95	72,000	37 00	41,161 00	42,164 50
Cains River.....	82.00	1 80' dk. pl. gr. span.....	W. P. McNeil & Co.	92,400	3.96	12,800	45 00	4,235 04	3,857 99
S.W. Miramichi River.....	124.50	1 175' thro. truss span.....	Dominion Bridge Co.	448,000	4.17	24,800	47 00	19,847 20	12,993 40
N.B. of S.W. Miramichi River.	133.00	1 125' thro. truss span.....	"	260,000	4.17	18,600	47 00	11,716 20	7,709 28
Juniper Brook.....	124.67	1 44' thro. pl. gr. span.....	W. P. McNeil & Co.	51,000	4.00	8,300	45 00	2,413 50	1,248 60
Odell Brook.....	150.00	1 44' thro. pl. gr. span.....	"	51,000	4.00	8,500	45 00	2,422 50	1,782 48
Tobique River.....	165.20	3 140' dk. truss, 2 100' and 1-80' dk. pl. gr. spans.	Canada Foundry Co.	1,335,400	4.38	92,000	46 00	62,722 52	68,676 91
Over Xing Highway.....	165.70	1 22' 7" dk. pl. gr. span.....	Dominion Bridge Co.	15,000	4.94	5,700	52 00	1,037 40	1,097 97
Graham Brook.....	180.70	3 60', 3 50' and 5 40' dk. pl. gr. spans and 5 towers 40' span.	"	910,000	4.34	73,800	52 00	43,279 60	22,465 19
Caton Brook.....	181.80	11 60' and 10 40' dk. pl. gr. spans, and 10 towers 40' span.	"	2,335,000	4.34	142,800	52 00	108,764 60	45,150 89
Under Xing Foley Brook Road. Little Salmon River.....	182.90	3 22' I beam spans.....	"	31,000	4.89	6,800	52 00	1,869 50	778 95
	184.70	25 100' 3", 24 58'-9" thro. pl. gr. spans, 24 towers 58' 9" span.	"	14,000,000	4.68	518,000	46 00	67,9028 00	580,401 25
Under Xing Falls Brook Road Little River	190.00	1 99' pony truss span.....	"	57,000	4.94	9,000	52 00	3,283 80	1,850 80
	192.00	11 40', 9 60', 2 50', 1 100' dk. pl. gr. spans, 11 towers 40' span.	Structural Steel Co.	2,480,000	3.95	169,000	37 00	104,213 00	106,250 65
Four-Mile Brook.....	197.60	6 30', 1-59' 7", 5-60', 1 75' dk. pl. gr. spans, 6 towers 30' span.	W. P. McNeil & Co.	985,000	4.34	83,000	40 00	46,069 00	36,510 69
Grand River.....	207.80	2 88' thro. pl. gr. spans.....	"	307,000	3.94	27,000	42 00	13,229 80	11,409 24
Sigas River.....	209.80	1-80' dk. pl. gr. span.....	"	93,000	3.89	13,000	42 00	4,163 70	3,775 00
Quisibis River.....	213.80	1-99' thro. pl. gr. span.....	Dominion Bridge Co.	184,000	4.39	16,000	47 00	8,829 60	7,614 47

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'A' -Continued.

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound	Timber.	Rate per M. ft. B.M.	Total Esti- mated Cost of Super- structure.	Paid to March 31, 1911.
Green River.....	220.90	2 77' thro. pl. gr. span.....	W. P. McNeil & Co.	240,000	1.01	23,500	42.00	10,683.00	9,535.73
Iroquois River.....	227.80	1 66' thro. pl. gr. span.....	Dominion Bridge Co.	97,000	4.39	11,700	47.00	4,808.00	4,207.76
Madawaska River.	230.20	1 99', 1-83' 6" thro. pl. gr. spans.	" "	336,000	1.39	26,000	47.00	15,972.40	13,833.20
Over Xing Ferry Road.....	230.30	1 33' thro. pl. gr. span.....	" "	34,000	4.625	7,200	47.00	1,910.90	1,600.43
Baker Brook,	243.80	1 80' dk. pl. gr. span.....	W. P. McNeil & Co.	93,000	3.89	13,000	42.00	4,163.70	4,183.16
Under Xing Highway at Baker Lake	251.50	1 40' thro. pl. gr. span.....	Dominion Bridge Co.	20,000	4.94	3,700	52.00	1,180.40	444.34

DISTRICT 'B'.

Kitchen Brook.....	257.15	1 33' thro. pl. gr. span.....	Dominion Bridge Co.	33,000	4.15	6,950	52.00	1,730.90	209.68
Narrows Lac Long	265.45	1-66' thro. pl. gr. span	" "	96,000	3.97	11,050	52.00	4,385.80	1,300.59
Blue River.....	277.45	4 80' dk. pl. gr. and 1 150' dk. truss span.....	" "	735,000	4.34	62,000	49.00	34,937.00	32,011.88
Nigger Brook.....	283.45	1-55' thro. pl. gr. span.....	" "	72,000	4.15	9,700	52.00	3,492.40	905.04
St. Francis River.....	286.45	2 55', 1 99' thro. pl. gr. span.....	" "	340,000	4.29	29,800	52.00	16,135.60	3,605.53
Boucanne River.. . . .	293.25	1 150' dk. truss, 4 60', 3 56', 2 40', 5 30' dk. pl. gr. spans and 5 towers 30' and 2 towers 40' spans.	" "	1,742,000	4.56	106,000	52.00	84,947.20	15,935.67
Rochue River.....	300.95	1 35' dk. pl. gr. span.....	" "	25,000	3.95	7,200	52.00	1,361.90	11.16
Fouchue River.....	305.80	1 30' dk. pl. gr. span.....	" "	21,000	3.95	6,600	52.00	1,172.70	0.00
Little Black River	312.95	1 55' thro. pl. gr. span.....	" "	72,000	4.15	9,700	52.00	3,492.40	907.90
Manie River.....	316.95	1 50' dk. pl. gr. span.....	" "	48,000	3.95	9,000	52.00	2,364.00	536.38
River du Loup.	323.45	2 60', 1-80' dk. pl. gr. spans.....	W. P. McNeil & Co.	209,400	4.20	31,000	52.00	10,406.80	3,633.48
River eau Claude.....	332.70	1 60' dk. pl. gr. span.....	" "	58,500	4.06	10,300	52.00	2,910.70	942.19
Outlet L. Therrien.....	341.15	1 77' thro. pl. gr. span.....	" "	119,000	4.25	12,400	52.00	5,702.30	2,281.55
Bras d'Apic, E. Br.	369.45	1 66' dk. pl. gr. span.....	" "	58,500	4.06	10,300	52.00	2,910.70	905.80
Bras d'Apic, W. Br.	370.45	1 60' dk. pl. gr. span.....	" "	58,500	4.06	10,300	52.00	2,910.70	938.92
Mechant Pouce.....	375.45	1 60' dk. pl. gr. span.....	" "	58,500	4.06	10,300	52.00	2,910.70	774.23
Fortins Creek.	375.95	1 60' dk. pl. gr. span.....	" "	58,500	4.06	10,300	52.00	2,910.70	1,053.00

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Bras St. Nicholas. Fourche du Pin.....	380-45 396-45	1 33' thro. pl. gr. span..... 2 70' dk. pl. gr. and 1 125' dk. truss	"	"	33,000	4-26	6,900	52 00	1,764 60	548 68
Abenakis River.....	415-25	1 100' and 2 60' dk. pl. gr. spans.....	Dominion Bridge Co.	"	420,000	4-47	35,700	52 00	20,630 40	2,718 23
Etechemin River.....	421-09	2 100' and 2 70' dk. pl. gr. spans.....	W. P. McNeil & Co.	"	280,000	4-27	39,200	48 00	13,837 60	6,792 90
Over Xing Q.C. Railway.....	433-50	1 66' thro. pl. gr. span.....	Dominion Bridge Co.	"	446,400	4-72	50,400	55 00	23,842 08	24,008 72
River le Bras.....	446-61	1 66' thro. pl. gr. span.....	"	"	64,800	4-72	12,000	55 00	3,718 56	5,869 37
Creek at Mile 13.2.....	447-25	1 40' dk. pl. gr. span.....	"	"	64,800	4-72	12,000	55 00	3,718 56	1,234 44
Under Xing I.C. Railway.....	457-88	1 88' thro. pl. gr. span.....	"	"	30,000	4-70	7,800	53 00	1,823 40	360 83
Highway Viaduct.....	458-28	1 50', 2 40' dk. pl. gr. span.....	"	"	150,000	4-72	13,800	55 00	7,839 00	7,164 34
Cap Rouge Highway, Swing.....	463-05	1 89' 2" thro. truss, swing span.....	"	"	46,000	4-72	12,200	55 00	2,842 20	1,783 51
Cap Rouge Viaduct.....	463-05	32 40', 27 61' dk. pl. gr. spans..... 1 125', 1 150', 1 160' dk. truss	"	"					2,200 00	2,200 00
River aux Pommes.....	479-95	1 50' dk. pl. gr. span.....	"	"	8,456,297	3-94	613,122	42 00	358,929 22	362,329 22
Jacques Cartier R.....	482-45	2 30', 2 60', 1 80' dk. pl. gr. spans, 1 100' dk. truss span, 2 towers	"	"	46,200	4-04	9,500	47 00	2,312 98	2,314 24
Portneuf River.....	489-35	2 60' and 1 100' dk. pl. gr. span.....	"	"	705,000	4-19	52,900	50 00	32,184 50	33,659 73
Grand Bras d'Arne.....	499-35	1 40' dk. pl. gr. span.....	"	"	265,430	4-09	31,420	47 00	12,332 82	12,332 83
Lachevoiciere River.....	500-35	1 33' thro. pl. gr. span.....	"	"	31,300	4-44	7,800	52 50	1,799 22	1,693 43
St. Anne River.....	503-95	2 70' and 2 100' dk. pl. gr. spans.....	"	"	37,900	4-84	7,000	52 50	2,201 86	1,778 88
River Noire.....	505-95	2 50' dk. pl. gr. spans, 1 125' dk. truss span.....	"	"	470,000	4-09	47,600	47 00	21,460 20	18,317 84
Nigerette River.....	506-45	1 30' dk. pl. gr. span.....	"	"	353,000	4-18	31,000	47 00	16,212 40	18,743 65
Charest River.....	511-15	4 30', 1 45', 3 60', 1 75' dk. pl. gr. spans and 4 towers 30' span.....	"	"	21,000	4-44	6,500	52 50	1,273 65	1,028 00
Batisseau River.....	525-75	2 40', 3 60' dk. pl. gr. span., 2 100', 1 200' dk. truss spans, 2 towers	"	"	641,728	3-95	57,342	50 00	28,215 36	34,109 33
Over Xing Public Road.....	531-25	3 skewed gr. spans.....	"	"	1,396,453	4-23	101,302	50 00	64,135 06	64,135 06
Tawachiche River.....	543-45	1 44' thro. pl. gr. span.....	"	"	33,277	4-72	7,206	47 00	1,909 07	1,909 07
Roberge Creek.....	545-45	1 40' o. to o. d.t. thro. pl. gr. span.....	"	"	59,000	4-84	8,300	52 50	3,291 35	2,926 72
R. des eaux Mortes.....	555-45	1 125' dk. truss span.....	"	"	93,600	4-84	16,000	52 50	5,370 24	5,442 79
River du Milieu.....	557-45	5 40', 6 60', 3 75', 2 90' dk. pl. gr. spans, 1 225' dk. truss span, 2 towers 60' span, 5 towers 40' span	"	"	279,000	5-12	19,000	52 50	15,282 30	19,604 25
1st Xing Brochet River.....	559-45	1 60' dk. pl. gr. span.....	"	"	3,006,000	4-93	170,000	52 50	157,120 80	176,654 17
2nd Xing Brochet R.....	561-95	1 55' thro. pl. gr. span.....	"	"	58,500	4-44	10,300	52 50	3,138 15	3,152 99
3rd ".....	562-45	1 55' thro. pl. gr. span.....	"	"	72,000	4-44	9,700	52 50	3,706 05	3,774 64
4th ".....	568-95	1 33' thro. pl. gr. span.....	"	"	72,000	4-44	9,700	52 50	3,706 05	3,750 49
5th ".....	570-05	1 36' 10" o. to o. thro. pl. gr. span	"	"	33,000	4-44	7,000	52 50	1,832 70	1,848 20
Creek a Beauce.....	575-45	1 40' dk. pl. gr. span.....	"	"	61,800	4-44	7,200	52 50	3,255 12	3,025 58
Over Xing Q. & L. St. J. Ry.....	578-70	1 76' o. to o. thro. pl. gr. span.....	"	"	32,800	4-44	7,800	52 50	1,865 82	1,848 51
Little Bostonnais R.....	579-45	2 60' and 1 100' dk. pl. gr. spans.....	"	"	120,032	4-84	11,340	52 50	6,404 90	6,404 90
Big Bostonnais R.....	585-15	4 90' dk. pl. gr. spans.....	"	"	287,400	4-84	35,400	52 50	15,768 66	16,877 10
Croche River.....	588-15	2 90' skewed thro. pl. gr. spans, 2 90' thro. pl. gr. spans skewed at one end only.	"	"	519,204	4-84	51,882	52 50	27,853 27	27,853 28
			"	"	674,266	4-84	41,027	52 50	34,788 39	34,788 39

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'B'—Continued.

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Super-structure.	Paid to March 31, 1911.
1st Xing St. Maurice River.	589.05	6-140' thro. truss spans.	Dominion Bridge Co.	1,951,535	4.98	116,080	52.50	103,280.64	103,280.64
River au Lait.	589.35	1-77' thro. pl. gr. span.	"	122,719	4.84	12,450	52.50	6,593.22	6,593.22
Vermillion River.	605.45	3-40', 2-60', 1-80' dk. pl. gr. spans, 2-125', 2-225' dk. truss spans, 3 towers 40' span.	"	2,600,000	4.22	139,500	48.00	116,416.00	122,555.05
Flamand River.	626.45	1-175' thro. truss span.	"	460,000	4.43	24,800	51.00	21,642.80	13,593.96
Little Flamand River.	634.95	2-55', 1-99' thro. pl. gr. spans.	"	328,000	4.27	29,400	51.00	15,505.00	8,939.73
2nd Xing St. Maurice River.	648.45	3-200' skewed thro. truss spans.	"	1,695,000	4.27	81,200	51.00	76,517.70	76,321.21
3rd Xing St. Maurice River.	655.85	3-200' skewed thro. truss spans.	"	1,695,000	4.27	78,600	51.00	76,385.10	62,736.72
Mannan River.	657.63	3-180' skewed thro. truss spans.	"	1,440,000	4.27	71,100	51.00	65,114.10	41,304.13
1st Xing Ribbon River.	658.33	2-150' thro. truss spans.	"	730,000	4.30	40,800	51.00	33,470.80	19,680.80
Atikmahik Creek.	662.33	8-60' and 7-30' dk. pl. gr. spans and 7 towers 30' span.	"	920,000	4.22	96,000	51.00	43,720.00	41,263.05
Minachin Creek.	680.23	1-44' thro. pl. gr. span.	"	51,000	4.39	6,750	54.00	2,603.40	
2nd Xing Ribbon River.	681.55	1-150' thro. truss span.	"	370,000	4.50	21,500	50.00	17,725.00	
E. Br. Gatineau River.	709.13	2-70' dk. pl. gr. spans.	"	148,400	4.34	18,350	54.00	7,431.46	
Marten River.	709.63	9-55' and 8-30' dk. pl. gr. spans and 8-30' towers.	"	970,000	4.32	97,900	54.00	47,190.60	

DISTRICT 'C'.

Peter Brown Creek.	878.99	1-100' dk. pl. gr. span.	Canadian Bridge Co.	149,000	4.68	14,000	54.00	7,729.00	
Harricana River.	887.93	1-300' thro. truss span.	"	1,200,000	4.93	38,000	54.00	61,212.00	
Nawapitichin Forks Viaduct.	904.73	4-60', 3-40' dk. pl. gr. spans, and 3-40' towers.	"	403,000	4.96	48,000	54.00	22,581.00	
Deer River.	913.83	1-66' thro. pl. gr. span.	"	96,000	4.96	8,800	54.00	5,237.00	
Robertson Lake.	915.13	1-77' thro. pl. gr. span.	"	119,000	4.96	10,000	54.00	6,442.00	
Kakameonan River.	922.63	2-50' and 1-90' dk. pl. gr. spans.	"	216,400	4.64	25,600	54.00	11,423.00	
Molesworth River.	931.13	1-150' thro. truss and 2-40' dk. pl. gr. spans.	"	425,000	4.96	29,800	54.00	22,689.00	
3rd Xing South River.	940.83	1-60' dk. pl. gr. span.	"	58,500	4.72	8,000	54.00	3,193.00	
Whitefish River.	942.13	1-275' thro. truss span.	"	1,000,000	4.93	35,000	54.00	51,190.00	

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Okikodasik River.....	956.73	1-200' thro. truss span and 2-80' dk. pl. gr. spans.	"	"	744,800	4.88	46,000	54 00	38,830 00
DISTRICT 'D'.										
Circle River.....	987.37	1-200' thro. truss span.....	Can. Br. Co.....	.....	560,000	4.35	27,900	50 00	25,755 00	20,215 04
Low Bush River.....	987.62	1-200' thro. truss span.....	"	.....	560,000	4.35	27,900	50 00	25,755 00	19,734 05
Mistongo River.....	1,002.12	11-30', 11-60', 1-80' dk. pl. gr. spans, 11 towers 30' span.	Ham. B. W. Co.....	.....	1,558,000	3.58	144,100	51 00	63,125 50	65,867 04
Sucker Creek.....	1,010.68	1-30' dk. pl. gr. span.....	"	.....	21,000	4.75	6,570	58 00	1,378 56	106 38
Abitibi River.....	1,020.12	4-30', 2-57'-10", 3-60' dk. pl. gr. spans, 2-210' dk. truss spans, 4 towers 30' span & 1 rocker bent.	"	.....	2,326,000	3.86	113,600	50 50	95,520 40	88,734 13
Brule Creek.....	1,024.12	1-60' dk. pl. gr. span.....	"	.....	58,500	4.70	10,300	51 00	3,274 80	2,297 12
Frederickhouse River.....	1,034.41	3-40', 5-60' dk. pl. gr. spans, 1-200' dk. truss span, 3 towers 40' span.	"	.....	1,126,000	4.60	84,600	51 00	56,110 60	60,841 77
Buskegow River.....	1,038.60	2-60', 1-90' dk. pl. gr. spans.....	"	.....	241,000	4.60	31,400	51 00	12,687 40	12,344 39
Driftwood River.....	1,048.62	2-50', 1-100' dk. pl. gr. spans.....	"	.....	241,500	4.60	29,300	51 00	12,603 30	12,213 42
Mattagama River.....	1,060.12	2-260' thro. truss spans.....	Can. Br. Co.....	.....	1,800,000	4.30	68,300	50 00	80,815 00	75,878 53
Poplar Rapids River.....	1,066.62	2-50' & 1-70' dk. pl. gr. spans.....	Ham. B. W. Co.....	.....	167,000	4.55	24,400	53 00	8,891 70	8,987 12
Wellington Creek.....	1,074.37	1-70' dk. pl. gr. span.....	"	.....	72,000	4.55	11,600	53 00	3,890 80	3,939 48
Ground Hog River.....	1,078.62	2-250' thro. truss spans.....	Can. Br. Co.....	.....	1,690,000	4.57	66,000	54 00	80,797 00	60,017 60
Brule Creek.....	1,081.12	1-55' thro. pl. gr. span.....	Ham. B. W. Co.....	.....	72,000	4.75	9,700	58 00	3,982 60	1,192 01
Marten Creek.....	1,083.12	1-35' dk. pl. gr. span.....	"	.....	25,000	4.75	7,200	58 00	1,605 10	163 53
Bass River.....	1,093.72	1-55' thro. pl. gr. span.....	Can. Br. Co.....	.....	72,000	4.95	8,300	54 00	4,019 00	.....
Kapuskasing R. E. Br.....	1,098.12	2-100' dk. pl. gr. spans.....	"	.....	298,000	4.55	27,600	54 00	15,049 00	.....
Kapuskasing R. W. Br.....	1,098.12	3-100' dk. pl. gr. spans.....	"	.....	147,000	4.55	41,200	54 00	22,564 00	.....
Lost River.....	1,106.72	1-100' dk. pl. gr. span.....	"	.....	149,000	4.61	14,000	54 00	7,625 00	.....
Solomon Creek.....	1,112.12	1-30' dk. pl. gr. span.....	"	.....	21,000	4.82	4,305	54 00	1,244 00	.....
Opazitka River.....	1,119.12	1-200' thro. truss span.....	"	.....	560,000	4.93	25,600	54 00	28,930 00	.....
Montcalm Creek.....	1,123.42	1-44' thro. pl. gr. span.....	"	.....	70,000	4.96	4,700	54 00	3,726 00	.....
Crow Creek.....	1,129.12	1-44' thro. pl. gr. span.....	"	.....	51,000	4.96	6,103	54 00	2,859 00	.....
Missinabi River.....	1,138.82	7-100' & 2-80' dk. pl. gr. spans.....	Ham. B. W. Co.....	.....	1,227,800	4.41	117,700	54 50	60,561 00	.....
McIlwath Creek.....	1,154.12	1-50' dk. pl. gr. span.....	Can. Br. Co.....	.....	46,200	4.76	7,400	54 00	2,599 00	.....
Mattawishquia River.....	1,155.87	2-40', 2-90' & 2-100' dk. pl. gr. spans.	"	.....	457,000	4.61	49,270	54 00	23,729 00	.....
Nelles Creek.....	1,167.12	1-40' dk. pl. gr. span.....	"	.....	30,000	4.76	5,660	54 00	1,734 00	.....
Valentine Creek.....	1,172.12	2-50' & 1-80' dk. pl. gr. spans.....	"	.....	184,800	4.68	23,500	54 00	9,918 00	.....

DISTRICT 'F'.

Sturgeon River.....	1522.04	1-220' thro. truss span.....	Canadian Bridge Co.	.....	660,000	4.67	30,500	50 00	32,347 00	29,837 64
"	1547.54	3 D.T. skewed thro. truss spans.....	"	.....	2,190,000	4.67	102,000	50 00	107,373 00	42,067 15
Sioux Lookout River.....	1554.49	1-88' thro. pl. gr. span and 1-175' thro. truss span.....	"	.....	620,000	4.67	36,400	50 00	30,744 00	17,659 12
1st Xing Edith Creek.....	1587.29	1-24'-4" o to o dk. pl. gr. span.....	Canada Foundry Co.	.....	13,500	5.07	5,700	48 00	958 05	1,045 46
2nd ".....	1587.69	1-24'-4" o to o dk. pl. gr. span.....	"	.....	13,500	5.07	5,700	48 00	958 05	1,045 46

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911

DISTRICT 'F' Continued.

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Esti- mated Cost of Super- structure.	Paid to March 31, 1911.
Wabigoon River.....	1626.29	2 40' and 1 93' o to o dk. pl. gr. spans.....	Canadian Bridge Co.	182,832	5.70	27,000	50 00	11,771 42	11,776 42
Creek Crossing.....	1662.29	1-20'-4" o to o thro. pl. gr. span.....	Canada Foundry Co.	22,000	4.90	4,800	48 00	1,308 46	1,207 34
".....	1672.54	1-20'-4" o to o thro. pl. gr. span.....	" "	22,000	4.90	4,800	48 00	1,308 40	1,207 34
Macfarlane River.....	1684.29	1 100' dk. pl. gr. span.....	" "	160,000	4.70	16,300	48 00	8,302 40	6,683 92
Winnipeg River.....	1689.29	(1 100' dk. pl. gr. span.....	Canadian Bridge Co.	146,450	5.70	59,900	50 00	93,873 76	93,822 21
Creek Crossing.....	1713.04	(1 300' thro. truss span.....	" "	1,196,103	6.90				
Over Ning C. P. R.	1735.89	2 50' dk. pl. gr. and 1 78' thro. pl. gr. spans.....	Canada Foundry Co.	22,000	4.90	4,800	48 00	1,308 40	1,207 34
Whitemouth River.....	1748.79	2 90' dk. pl. gr. spans.....	Canadian Bridge Co.	228,390	5.70	26,636	50 00	14,350 03	14,350 03
Brokenhead River E. Br.....	1763.69	1 90' thro. pl. gr. span.....	" "	231,474	5.70	27,812	50 00	14,584 62	14,584 62
" W. Br.	1770.29	1 60' dk. pl. gr. span.....	" "	173,989	5.70	12,603	50 00	10,547 52	10,547 52
Over Ning Highway.....	1802.15	1 55' d. t. pl. gr. span.....	" "	98,502	5.70	9,250	50 00	6,077 11	6,077 11
				130,600	4.40	Concrete	.....	7,031 00	2,736 58
						\$23.00 per l. ft.			
Over Ning Russell St.	1802.35	1 55' d. t. pl. gr. span.....	" "	130,000	4.40	Concrete	.....	7,031 00	2,279 07
Over Ning C.P.R. and Bicker- ton St.	1802.65	1 100' d.t. Pony truss span 4-31' 9" 1 67' d. t. pl. gr. spans and 2 towers 31' 9" spans.....	" "			\$23.00 per l. ft.			
Over Ning Archibald St.	1802.75	1 81' d. t. pl. gr. span.....	" "	840,000	4.60	61,000	52 00	41,812 00	15,944 85
				220,000	4.40	Concrete	.....	11,589 00	4,263 71
						\$23.00 per l. ft.			
Seine River.....	1802.95	1 100', 4 50' and 2 30' dk. pl. gr. spans, 2 towers 30' span.....	" "	866,000	4.55	94,000	52 00	44,291 00	13,809 06
Over Ning Highway.....	1803.09	1 71' 8" d. t. dk. pl. gr. span.....	C. B. & E. Co.....	148,000	4.50	14,800	40 00	7,252 00	
Over Ning C.N.R.	1803.34	viaduct.....	" "	607,000	4.50	62,500	40 00	29,815 00	
Subway St. Joseph St.	1803.85	1 71' d. t. dk. gr. span.....	Canadian Bridge Co.	182,000	4.40	Concrete	.....	9,687 00	3,397 07
						\$23.00 per l. ft.			
" Tache Avenue.....	1803.94	1 71' d. t. dk. pl. gr. span.....	Dominion Bridge Co.						
Red River.....	1803.95	(4 150' thro. truss.....	" "	5,000,000	4.30	341,000	35 00	245,145 00	184,435 00
		(1 lift span viaduct etc.....	" "	61,000	11 00				
Over Ning C.N.R.	1803.94	1 55' 4" d. t. thro. pl. gr. span.....	Dominion Bridge Co.	170,000	4.30	10,400	35 00	7,674 00	

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STATEMENT of Expenditure for the year ended March 31, 1911.

CHEQUES ISSUED.

1910-11.	CHEQUES ISSUED.		
	Contracts.	Accounts Payable.	Pay Rolls.
	\$ cts.	\$ cts.	\$ cts.
1910.			
April.....	850,534 83	46,263 03	13,704 67
May	935,926 66	83,631 22	100,952 49
June.....	1,563,728 93	79,802 17	104,404 33
July.....	1,914,691 08	392,188 18	108,503 25
August.....	2,126,199 34	214,646 57	108,411 35
September.....	2,242,414 90	113,668 00	110,367 71
October	1,901,339 69	184,255 02	102,909 38
November.....	1,833,649 22	407,397 10	105,331 62
December	1,778,555 59	138,299 81	97,950 85
1911.			
January.....	953,220 27	1,337,364 36	87,905 01
February.....	872,654 62	364,519 94	85,757 13
March.....	778,452 30	277,163 13	90,013 42
April.....	926,808 88	60,809 43	70,939 88
	18,678,176 31	3,700,007 96	1,187,151 09

SUMMARY.	\$ cts.
Contracts.....	18,678,176 31
Accounts payable.....	3,700,007 96
Pay rolls.....	1,187,151 09
	23,565,335 36
Less amount deposited to the credit of the Receiver General	77,481 63
	23,487,853 73

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1911.

SUMMARY.

Headquarters..	\$ 238,587 11
District 'A'—Construction..	\$3,653,724 59
“ ‘B’— “	6,347,464 58
“ ‘C’— “	1,457,492 24
“ ‘D’— “	3,976,516 99
“ ‘E’— “	1,106,861 91
“ ‘F’— “	6,612,845 89
	23,154,906 20
District 'B'—Transport..	\$ 14,502 27
“ ‘C’— “	17,176 48
“ ‘D’— “	33,497 00
“ ‘E’— “	17,611 07
“ ‘F’— “	11,573 60
	94,360 42
Total..	\$23,487,853 73

D. HOCTOR,
Chief Accountant.

	Dr.	Cr.
Instruments..		\$977 54
Supplies..	\$ 16,864 85	
Engineering..	148,528 42	
Camp outfit..	118 06	
General expenses..	40,082 16	
Freight and express..	1,524 06	
Medical service..	6 95	
Right-of-way..	100,005 22	
Grading..	1,445,698 96	
Clearing..	14,568 48	
Grubbing..	8,364 64	
Bridges, trestles and culverts..	750,503 83	
Furniture..	29 73	
Rails..	236,985 18	
Track fastenings..	17,976 04	
Frogs and switches..	1,550 74	
Ties..	44,567 26	
Track laying and surfacing..	64,116 94	
Fencing right-of-way..	61,160 05	
Crossings, cattle-guards and signs..	7,349 69	

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STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*DISTRICT 'A'—*Continued.*

	DR.	CR.
Telegraph lines..	31,731 70	
Ballast and ballasting..	244,027 27	
Water stations..	100,050 37	
Contract reserve..	285,889 96	
Interlocking or signal apparatus..	5,797 50	
Yards and terminals..	1,431 21	
Legal expenses..	636 57	
Tunnels..	23,683 61	
Shops, roundhouses and turntables..	1,452 68	
	<hr/>	
	\$3,654,702 13	\$977 54
Less credit..	977 54	
	<hr/>	
	\$3,653,724 59	
	<hr/>	

DISTRICT 'B.'

Instruments..		\$1,079 57
Supplies..	\$ 42,833 12	
Engineering..	216,802 87	
Camp outfit..	4,653 26	
General expenses..	54,403 94	
Freight and express..	4,323 68	
Medical service..	77 80	
Right-of-way..	84,960 18	
Grading..	3,358,296 70	
Clearing..	44,284 78	
Grubbing..	14,493 49	
Bridges, trestles and culverts..	1,120,950 82	
Furniture..	558 36	
Rails..	292,476 59	
Track fastenings..	60,262 56	
Frogs and switches..	7,880 41	
Ties..	220,766 00	
Track laying and surfacing..	50,789 45	
Fencing right-of-way..	3,233 35	
Crossings, cattle-guards and signs..		618 78
Telegraph lines..	16,911 39	
Ballast and ballasting..	148,079 00	
Water stations..	9,069 46	
Contract reserve..	470,006 19	
Station buildings and fixtures..	1,418 13	
Miscellaneous structures..	4,350 00	
Yards and terminals..	109,496 45	

STATEMENT of Expenditure for the year ended March 31, 1911—Continued.

DISTRICT 'B.'—Continued.

	Dr.	Cr.
Shop machinery and tools... ..	\$ 2,307 52	
Legal expenses... ..	237 43	
Tunnels... ..	5,240 00	
	<hr/>	<hr/>
	\$6,349,162 93	\$1,698 35
Less credits... ..	1,698 35	
	<hr/>	
	\$6,347,464 58	

DISTRICT 'C.'

	Dr.	Cr.
Instruments... ..	\$ 82 54	
Supplies... ..	9,572 28	
Engineering... ..	59,736 69	
Camp outfit... ..	1,901 26	
General expenses... ..	4,456 88	
Freight and express... ..	1,274 15	
Medical service... ..	28 65	
Furniture... ..	179 64	
Bridges, trestles and culverts... ..	192,273 48	
Contract reserve... ..	.....	\$143,389 64
Grading... ..	1,038,787 09	
Clearing... ..	37,806 40	
Grubbing... ..	51,980 16	
Ties... ..	105,977 74	
Ballast and ballasting... ..	12 50	
Legal expenses... ..	291 73	
Rails... ..	81,740 14	
Track fastenings... ..	2,114 00	
Telegraph lines... ..	787 50	
Yards and terminals... ..	17 50	
Track laying and surfacing... ..	11,861 55	
	<hr/>	<hr/>
	\$1,600,881 88	\$143,389 64
Less credit... ..	143,389 64	
	<hr/>	
	\$1,457,492 24	

D. HOCTOR,
Chief Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*

DISTRICT 'D.'

	DR.	CR.
Instruments.. \$	96 01	
Supplies..	41,336 72	
Engineering..	139,807 37	
Camp outfit..	5,331 20	
General expenses..	30,002 02	
Freight and express..	3,289 91	
Medical service..	150 15	
Furniture..	632 11	
Right-of-way and station grounds..	506 40	
Contract reserve..		\$104,260 42
Clearing..	82,998 70	
Bridges, trestles and culverts..	1,120,400 97	
Rails..	131,218 98	
Grading..	2,056,672 73	
Grubbing..	79,798 05	
Track fastenings..	56,324 97	
Ties..	92,606 70	
Yards and terminals..	1,167 70	
Frogs and switches..	6,365 77	
Track laying and surfacing..	79,632 75	
Ballast and ballasting..	74,300 84	
Water stations..	37,879 72	
Telegraph lines..	32,445 01	
Tunnels..	4,985 13	
Interlocking or signal apparatus..	2,800 00	
Legal expenses..	27 50	
	<hr/>	
	\$4,080,777 41	\$104,260 42
Less credit..	104,260 42	
	<hr/>	
	\$3,976,516 99	

DISTRICT 'E.'

	DR.	CR.
Instruments.. \$	428 39	
Supplies..	14,576 64	
Engineering..	64,092 02	
Camp outfit..	1,922 96	
General expenses..	9,633 72	
Freight and express..	1,725 13	
Clearing..	21,365 54	
Grading..	817,204 30	
Grubbing..	23,925 60	
Bridges, trestles and culverts..	164,956 22	
Contract reserve..		\$ 29,199 00

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STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*DISTRICT 'E'—*Continued.*

	DR.	CR.
Ties..	15,155 90	
Furniture..	144 89	
Tunnels..	780 00	
Right-of-way and station grounds..	149 60	
	<hr/>	<hr/>
	\$1,136,060 91	\$ 29,199 00
Less credit..	29,199 00	
	<hr/>	
	\$1,106,861 91	

DISTRICT 'F.'

Instruments..	\$ 491 45	
Supplies..	50,934 62	
Engineering..	220,970 44	
Right-of-way and station grounds..	179,809 15	
General expenses.. . . . .	.....	\$ 27,749 73
Freight and express..	7,479 42	
Camp outfit..	1,672 46	
Grading..	2,128,757 55	
Clearing..	42,841 87	
Grubbing..	12,660 11	
Bridges, trestles and culverts..	1,003,179 82	
Rails..	365,155 30	
Track fastenings..	62,114 56	
Ties..	99,258 97	
Medical fees..	443 56	
Frogs and switches..	3,172 35	
Water stations..	188,133 36	
Shops, roundhouses and turntables..	973,214 68	
Station buildings and fixtures..	99,912 94	
Telegraph lines..	13,189 07	
Contract reserve..	448,896 09	
Crossings, cattle-guards and signs..	1,611 34	
Track laying and surfacing..	40,076 33	
Miscellaneous structures..	9,500 00	
Ballast and ballasting..	22,923 28	
Fencing right-of-way..	1,140 30	
Yards and terminals..	235,164 63	
Legal expenses..	885 82	
Furniture..	115 05	
Shop machinery and tools..	426,891 10	
	<hr/>	<hr/>
	\$6,640,595 62	\$ 27,749 73
Less credit..	27,749 73	
	<hr/>	
	\$6,612,845 89	

D. HOCTOR,
Chief Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*

DISTRICT 'B'—TRANSPORT SERVICE.

Pay roll..	\$ 6,210 05
Supplies..	20 10
Camp outfit..	26 00
Freight and express..	7,764 18
General expenses..	336 93
Travelling expenses..	145 01
	<hr/>
	\$14,502 27
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DISTRICT 'C'—TRANSPORT SERVICE.

Pay roll..	\$ 7,095 20
Supplies..	1,038 32
Camp outfit..	239 12
Freight and express..	6,930 04
General expenses..	1,399 90
Travelling expenses..	409 90
Medical service..	64 00
	<hr/>
	\$17,176 48
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DISTRICT 'D'—TRANSPORT SERVICE.

Pay roll..	\$11,710 40
Supplies..	3,685 85
Camp outfit..	641 71
Freight and express..	15,283 53
General expenses..	1,256 56
Travelling expenses..	861 95
Medical service..	57 00
	<hr/>
	\$33,497 00
	<hr/>

DISTRICT 'E'—TRANSPORT SERVICE.

Pay roll..	\$6,045 55
Supplies..	8,012 37
Camp outfit..	1,781 88
Freight and express..	1,593 17
General expenses..	72 80
Travelling expenses..	105 30
	<hr/>
	\$17,611 07

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1911—Continued.

DISTRICT ' F '—TRANSPORT SERVICE.	
Pay roll..	\$3,925 00
Supplies..	111 92
Camp outfit..	154 42
Freight and express..	6,057 81
General expenses..	1,109 29
Travelling expenses..	215 16
	<hr/>
	\$11,573 60
D. HOCTOR,	
Chief Accountant.	

STATEMENT of Liabilities on March 31, 1911.

Ten per cent reserved on contracts:—

District ' A '..	\$579,367 83	
“ ‘ B ’..	526,850 06	
“ ‘ C ’..	177,710 81	
“ ‘ D ’..	440,607 46	
“ ‘ E ’..	134,572 27	
“ ‘ F ’..	508,973 27	
	<hr/>	\$2,368,081 70
Outstanding time checks..	\$ 1,981 69	1,981 69
Wages advanced to employees, collected from pay-rolls, not yet claimed by officers making such advances..	\$ 50 00	50 00

CONTINGENT LIABILITIES.

Unclaimed cheques deposited to the credit of the Receiver General, viz.:—

For year 1904-05..	\$ 170 35	
“ 1905-06..	168 85	
“ 1906-07..	2 10	
“ 1908-9..	452 35	
“ 1910-11..	63 70	
	<hr/>	857 35
		<hr/>
		\$2,370,970 74

STATEMENT of Expenditure from September, 1904, to March 31, 1911.

From September, 1904, to June 30, 1905..	\$ 778,363 63
For the year ended June 30, 1906, including the amount paid by the Finance Department to the Grand Trunk Pacific Railway Company for the surveys east of Winnipeg taken over by the Commissioners, viz.: \$352,191.73..	1,831,263 50
For the nine months ended March 31, 1907..	5,537,867 50
For the year ended March 31, 1908..	18,910,449 41
For the year ended March 31, 1909..	24,892,772 98
For the year ended March 31, 1910..	19,968,126 86
For the year ended March 31, 1911..	23,487,853 73
	<hr/>
	\$95,406,697 61
D. HOCTOR,	
Chief Accountant.	

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1911.

Years.	CHEQUES ISSUED.		
	Pay Rolls.	Accounts Payable.	Contracts.
	\$ cts.	\$ cts.	\$ cts.
1904-05.....	428,225 66	385,445 79	.....
1905-06.....	761,942 45	714,771 65	51,239 08
1906-07.....	646,924 55	954,692 38	3,993,640 06
1907-08.....	1,002,535 82	2,346,786 77	15,637,591 05
1908-09.....	1,215,423 52	2,627,644 48	21,129,957 36
1909-10.....	1,202,445 12	2,174,880 67	16,694,267 68
1910-11.....	1,187,151 09	3,700,007 96	18,678,176 31
	6,444,648 21	12,904,229 70	76,184,871 54
SUMMARY.			\$ cts.
Cheques issued for Pay-rolls.....			6,444,648 21
" Accounts payable.....			12,904,229 70
" Contracts.....			76,184,871 54
Less amount deposited to the credit of the Receiver General.....			95,533,749 45
			479,243 57
			95,054,505 88
Special item paid by the Finance Department, in 1905, for surveys made by the Grand Trunk Pacific Railway, east of Winnipeg.....			352,191 73
Total expenditure.....			95,406,697 61

D. HOCTOR,

Chief Accountant.

SUMMARY Statement of Expenditure from September, 1904 to March 31, 1911.

Headquarters..... \$ 1,511,845 25

Location—District 'A'..... \$ 304,367 85

" " 'B'..... 569,488 50

" " 'C'..... 529,261 81

" " 'D'..... 446,018 32

" " 'E'..... 257,543 94

" " 'F'..... 836,648 43

————— \$ 2,943,328 85

Construction—District 'A'..... \$14,989,358 04

" " 'B'..... 31,853,312 28

" " 'C'..... 1,856,456 38

" " 'D'..... 8,952,320 21

" " 'E'..... 2,171,475 32

" " 'F'..... 29,978,276 21

————— \$89,801,198 44

2 GEORGE V., A. 1912

Transport—District ‘B’	.. .. .	\$	67,346	46
“ “ ‘C’	.. .. .		421,823	72
“ “ ‘D’	.. .. .		316,185	46
“ “ ‘E’	.. .. .		220,348	94
“ “ ‘F’	.. .. .		124,620	49
			<hr/>	\$ 1,150,325 07
Total expenditure	.. .. .			<hr/>\$95,406,697 61

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1911.

HEADQUARTERS.

Commissioners' department..	\$ 222,430 55
Accounting department..	104,228 16
Engineering department..	302,797 40
Purchasing department..	65,643 00
Supplies..	40,742 14
Furniture and fixtures..	22,930 63
Freight and express..	11,929 81
Telegraph and telephone..	18,802 85
Rent..	67,725 65
Insurance..	12,283 42
Travelling expenses..	33,543 59
Advances..	229,491 81
General expenses..	254,111 79
Law department..	28,620 00
Stock (Ottawa)..	62,765 15
Medical service..	2,135 55
Per diem charges..	4,918 11
Ties..	2,961 33
Instruments..	12,484 96
Audit of Grand Trunk Pacific Acc't. (special)..	1,617 80
Transport..	9,681 55
	<hr/>
	\$1,511,845 25

DISTRICT 'A.'

Instruments..	\$	380	61
Supplies..		96,804	06
Engineering..		601,943	07
Camp outfit..		7,062	49
General expenses..		181,649	23
Freight and express..		7,971	73
Right-of-way..		353,316	15
Furniture..		1,999	64
Grading..		7,588,979	61
Clearing..		156,060	78
Grubbing..		95,324	20
Bridges, trestles and culverts..		3,342,262	48
Ties..		470,720	96
Rails..		1,458,140	48

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1911—*Continued.*DISTRICT 'A'—*Continued.*

	Dr.	Cr.
Crossings, cattle-guards and signs.. . . . \$	13,302 09	
Track fastenings.. . . .	219,646 15	
Track laying and surfacing.. . . .	136,413 57	
Frogs and switches.. . . .	33,395 02	
Fencing right-of-way.. . . .	118,868 40	
Telegraph lines.. . . .	62,341 14	
Contract reserve.. . . .	.....	\$579,367 83
Ballast and ballasting.. . . .	421,753 43	
Water stations.. . . .	130,866 51	
Tunnels.. . . .	50,639 07	
Interlocking or signal apparatus.. . . .	12,656 39	
Legal expenses.. . . .	2,278 64	
Yards and terminals.. . . .	1,710 46	
Shops, roundhouses and turntables.. . . .	1,452 68	
Medical service.. . . .	644 23	
Station buildings and fixtures.. . . .	8 64	
Miscellaneous structures.. . . .	133 96	
	<hr/>	<hr/>
	\$15,568,725 87	\$579,367 83
	<hr/>	<hr/>
Less credit.. . . .	579,367 83	
	<hr/>	
	\$14,989,358 04	
Location.. . . .	304,367 85	
	<hr/>	
	\$15,293,725 89	

DISTRICT 'B.'

Instruments.. . . .	.....	\$ 3,094 17
Supplies.. . . . \$	205,049 24	
Engineering.. . . .	1,003,880 93	
Camp outfit.. . . .	30,328 63	
General expenses.. . . .	212,675 38	
Freight and express.. . . .	24,397 35	
Right-of-way.. . . .	858,071 65	
Grading.. . . .	18,450,375 55	
Clearing.. . . .	294,256 32	
Grubbing.. . . .	87,029 81	
Bridges, trestles and culverts.. . . .	6,341,681 26	
Furniture.. . . .	9,803 79	
Rails.. . . .	2,450,996 26	
Track fastenings.. . . .	389,390 71	
Frogs and switches.. . . .	41,261 69	
Ties.. . . .	908,574 55	
Track laying and surfacing.. . . .	356,525 21	
Fencing right-of-way.. . . .	149,608 75	
Crossings, cattle-guards and signs.. . . .	22,227 31	
Telegraph lines.. . . .	45,829 02	
Ballast and ballasting.. . . .	253,797 20	
Water stations.. . . .	42,457 37	

STATEMENT of Expenditure from September, 1904, to March 31, 1911—*Continued.*

\$2,807,541 91

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1911—*Continued.*

DISTRICT 'D.'		Dr.	Cr.
Instruments..	\$	2,658 02	
Supplies..		94,619 80	
Engineering..		355,539 62	
Camp outfit..		22,331 24	
General expenses..		101,665 17	
Freight and express..		9,888 12	
Furniture and fixtures..		2,318 20	
Right-of-way..		4,110 95	
Clearing..		231,706 55	
Bridges, trestles and culverts..		1,944,628 96	
Rails..		1,441,676 58	
Grading..		4,002,761 78	
Grubbing..		166,325 95	
Track fastenings..		223,128 01	
Ties..		415,819 84	
Yards and terminals..		9,337 32	
Frogs and switches..		26,588 34	
Track laying and surfacing..		116,687 73	
Ballast and ballasting..		123,891 45	
Water stations..		43,872 80	
Telegraph lines..		32,445 01	
Contract reserve..			\$440,607 46
Medical service..		1,408 87	
Legal expenses..		27 50	
Tunnels..		4,985 13	
Interlocking or signal apparatus..		2,800 00	
Crossings, cattle-guards and signs..		650 00	
Shop machinery and tools..		12 60	
Miscellaneous structures..		11,042 13	
		<hr/>	
		\$9,392,927 67	\$440,607 46
Less credit..		440,607 46	
		<hr/>	
		\$8,952,320 21	
Location..		446,018 32	
Transport..		316,185 46	
		<hr/>	
		\$9,714,523 99	

DISTRICT 'E.'		
Instruments..	\$	813 52
Supplies..		33,914 00
Engineering..		132,824 61
Camp outfit..		3,652 13
General expenses..		25,393 40
Freight and express..		4,690 03
Furniture..		349 84
Clearing..		80,768 49
Grading..		1,660,169 03
Grubbing..		47,414 31
Bridges, trestles and culverts..		292,226 90

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1911--*Continued.*

DISTRICT ' F ' *Continued.*

	Dr.	Cr.
Tunnels..	\$ 195,297 40	
Miscellaneous structures..	10,969 39	
	<hr/>	<hr/>
	\$30,487,249 48	\$508,973 27
Less credit..	508,973 27	
	<hr/>	
	\$29,978,276 21	
Location..	836,648 43	
Transport..	124,620 49	
	<hr/>	
	\$30,939,545 13	

D. HOCTOR,
Chief Accountant.

OTTAWA, May 8, 1911.

To the Commissioners of the Transcontinental Railway.

GENTLEMEN,—I have the honour to submit the following statement of purchases made in the different provinces of Canada, and also in Great Britain and the United States: during the fiscal year ending March 31, 1911.

Prince Edward Island..	\$ 219 50
Nova Scotia..	11,343 39
New Brunswick..	11,789 83
Quebec..	139,121 36
Ontario..	161,716 19
Manitoba..	21,832 54
Saskatchewan..	308 48
Alberta..	393 68
British Columbia..	710 76
United States..	7,363 63
Great Britain..	1,351 78
	<hr/>
	\$356,151 14

I have the honour to be,
Your obedient servant,
A. L. OGILVIE,
General Purchasing Agent.

